

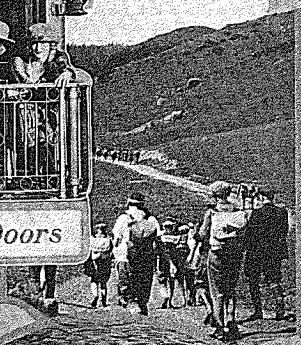
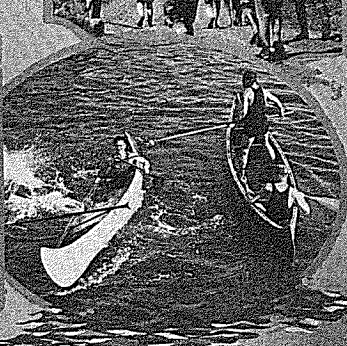


Southern Pacific Bulletin

APRIL 1926



The Road to the Out-of-Doors



Southern Pacific Bulletin

K. C. INGRAM, Editor

Published monthly by Southern Pacific Company Bureau of News, in the interest of and distributed free to active and retired employees. Signed contributions are invited and should be addressed to the Editor, Southern Pacific Bulletin, 65 Market Street, San Francisco, Cal. Manuscripts and photographs will be returned if requested.

VOL. XVII APRIL 1926 NO 4

SINCE letter writing occupies the attention of so many of us in carrying on our work, we should keep before us the thought that letters can be made the medium of making many friends, not only for ourselves, but also for our Company.

Our only contact with many of the patrons of the Company and with many of our fellow employees is through correspondence. We should use the same care to make a favorable impression as if we were talking face to face. And, in passing, the same thought should guide us in talking over the telephone.

The art of letter writing has been dealt with at length in books and in educational courses, but general discussion of this subject has to do mainly with the mechanics of letter writing. The other important phase, that of leaving a good impression, rests on two qualities in ourselves, tact and friendliness.

Brevity is important to good business letters, but an added word or two may leave the reader in a friendly mood, where their lack might give the letter a brusque quality that would autogenerate a patron or irritate an associate. The choice of words has much to do with the effect of a letter, for a slight shade of meaning may represent the difference between success or failure.

It is a good idea to try out your letters on yourself. Put yourself in the other fellow's place and see how your letters sound.

And remember that "Please" and "Thank you" need not be counted when measuring the length of a letter.

THE attitude of men already in the service toward men who are just coming in is worthy of serious thought in contemplating the future relations of the new employee with the company for which he works.

Too often a new man is turned loose in his limited sphere with nothing more than instructions as to the duties he is to perform. He is told what is expected of him, but nothing of what he may expect.

The first few days of a new man in the service are laden with apprehension. His duties, his surroundings, his associations are all new. He is fired with the ambition to make good, but how quickly that fire can be quenched by the dampening influence of unsympathetic associations.

The man who employs and guides new men through the haze of their first few days has a responsibility to those employees which cannot be too strongly impressed.

The first concern of a new man is his immediate duties, but his hopes and aspirations go far beyond those limited confines. Unless he is a man of extraordinary vision it is impossible for him to grasp the ramifications, to learn the policies, to feel the spirit and appreciate the traditions of the company for which he works.

The obligation of giving the new man a good impression of the company he is working for rests upon the

employees with whom he is associated and with his supervisory officers. Nothing will stimulate his ambition quicker than the feeling of pride born of a knowledge of the company's relation to him, to his daily life and to his future, of the company's great accomplishments, its historic past and its importance in the life of the territory it serves.

The impressions of a new employee are formed immediately from conditions as he sees them and from information as it is given to him. It is to the interest of that employee as well as the rest of us, that those conditions be right and that the information be correct.

If the man just entering the service is influenced early to appreciate the comradeship that marks Southern Pacific men from any other group, how much easier it will be for him to adjust himself to his duties. If he is made to realize that he is an important part of a common cause, how much more simple it will be for him to foster his ambitions and nurture his hopes.

Editorials by S. P. Employees

FRICITION—the enemy of mankind. The oil man is right. Mental lubrication, as well, not only makes wheels go round more readily, but assists in the rise of the competent and eases the scurrying of the square peg in the round hole. In every walk of life there are many who feel they would succeed brilliantly elsewhere if some force did not hold them to their present task. These people surely can make their work less irksome by greasing their mental skills with the association of interesting ideas.

For us in railroad work there is little with which we come in daily contact but which holds large opportunity for the exercise of imagination. As no other, the business is rich from the ground up in historical incident; the movement of swift passenger train and cumbersome freight lends itself readily to association with the romantic and the picturesque, which will interweave their shining threads with the stuff composing the prosaic details of the daily task.

The less friction the better. Visualize! It helps! By James R. Power, Clerk, Supt.'s Office, Los Angeles.

Table of Contents

Vacationists Will Soon Be Guests of S. P.	3
Aishton Lauds Work of Western Roads	3
Group Insurance Pays \$636,000 Benefits	4
Millions to Be Spent for Locomotives and Cars	4
Team Work Brings Short Cuts in Routine	5
By Wm. Sproule	5
New Operating Records Made During 1925	6
Twenty-three Veterans Are Retired on Pension	7
Commuter Trains Set Fine "On Time" Record	9
Success and Happiness—What It Means	10
By H. N. Casson	10
Your "Tip" May Help Locate an Industry	11
By W. P. Bault	11
Guessing Has No Place in S. P. Cooking	12
Business Getting Honors Held by Portland	13
Chicago Agency Changes Bring Promotions	15
Leading Fuel Savers	19

COVER ILLUSTRATION

SOUTHERN PACIFIC is the road to the Out-of-Doors and there will be thousands of passengers on our trains this summer who will enjoy the sports pictured on the cover plate of this issue. The Pacific Coast is a paradise for the sportsman and the vacation seeker, as the photographs indicate, for they were all taken in the territory served by Southern Pacific Lines.

Vacationists Will Soon be Guests of S. P.

THRONGS of vacationists soon will be traveling to resorts by the sea and in the mountains along the Pacific Coast. Handling this big crowd will be a more welcome job than ever before for Southern Pacific officers and employees.

Never have these resorts, many of them world famous, been more attractive than they are this year. Never has Southern Pacific, with its unexcelled train service, been in a more improved position and its skilled and courteous employees, been in better position to take care of vacationists and tourists than it is today.

Abundant rains have made the whole Pacific Coast, from Southern California to Puget Sound, a vast and alluring garden. The mountains are beautiful. Rivers and waterfalls will be at their best this summer.

At the many beautiful beaches new facilities for the entertainment of crowds have been added and preparations are being made to handle a record number of visitors.

This year Southern Pacific is adding to the attractions of its service low summer round trip rates to all resort points in the Coast states reached by the Company's lines. The rates will be effective from April 30 to Sept. 30, according to F. S. McGinnis, passenger traffic manager. Tickets with a three months return limit will have a per cent reduction and those with 16 day limit will be reduced 33 1-3 per cent.

The 16 day reduced rate was established for the benefit of those getting a two weeks' vacation. They are to be on sale every day in the week, instead of only on week-ends as in previous years.

"This year Southern Pacific people will play host to thousands of visitors from the East as well as people of our own West seeking rest, relaxation and pleasure," said Mr. McGinnis. "A mighty pleasant job that will be for us, too."

"We have here in the West not only scenic attractions that are unequalled anywhere in the world but also every kind of popular outdoor sport."

Beginning in the Northwest on Southern Pacific lines summer tourists and vacationists have the compelling attraction of internationally famous scenic features, the Columbia River Highway out from the beautiful city of Portland, the Cascade Mountains with innumerable beautiful lakes and rivers, Crater Lake National Park, lovely and mysterious and among other attractions, healthful springs and ocean beaches along the coast of Oregon.

Across the state line in California is glorious Mt. Shasta, redwood groves and the wonders of Lassen Peak. Lake Tahoe on the border of California and Nevada is attracting even more attention by reason of the new broad-gauge Southern Pacific Line being constructed from Truckee to the lake's

shore. Over the Tioga Pass from Lake Tahoe lies Yosemite Valley, one of the scenic wonders of the world, and all through the high Sierra famous points of interest—the Big Trees and hundreds of other scenic features and resorts—may be expected to attract even greater throngs this year than ever before. Abundant rains and snows assure unexcelled beauty of waterfalls, streams and lakes.

Along Southern Pacific's coast route between the fascinating cities of San Francisco and Los Angeles, the seaside resorts are preparing for a great summer season.

Del Monte and the Monterey peninsula with points of romantic and historic interest, including the picturesque "17 mile drive" and the artists' colony at Carmel, Santa Cruz with its fine beach and Casino and with the Big Tree Grove as a background, and Santa Barbara comprise a group that make it easy for the recreation seeker to decide just where he will go and be sure, whatever his decision, that he won't make any mistake.

Los Angeles and Southern California, the all-year playground, also are preparing for the greatest season in their history. People who are interested in motion pictures (and who is not?) will find Hollywood a fascinating place. Santa Catalina Island, beaches roundabout and a score of resorts in the mountains near by are even more com-

pelling than before as vacation attractions.

Near San Diego, seaside facilities for amusement and recreation are being offered to pleasure seekers and across San Diego Bay, Coronado Beach is preparing for a great season.

These are mentioned at random among hundreds of other delightful and healthful Pacific Coast vacation places on Pacific Lines.

To vacationists Southern Pacific offers the most comfortable and agreeable kind of travel service, first class equipment of the most modern design, heavy ballasted, easy riding roadbed, protection from accident and, above all, courteous, helpful employees.

GRIMES IS A CHAMPION OF SAFETY MOVEMENT

"Much has been said and written about safety work," states A. C. Grimes, switchman at Douglas on the Rio Grande division, "and we Douglas yardmen are getting down to business and making it a success. Men in yard service at this point realize that the safety movement is becoming more beneficial to them all the time and are putting their hearts into practice. We are for safety all the way."

Mr. Grimes was the leading man on the Eastern District during the past year in the number of suggestions offered for correcting unsafe practices and conditions.

Aishton Lauds Work of Western Roads

ONE of the benefits that have flowed from the World War has been increased cooperation in business, strikingly exemplified by the cooperation now evidenced between shippers and railroads, R. H. Aishton, president of the American Railway Association said in an address, March 11, at the annual banquet of the Pacific Railway Club at San Francisco.

Mr. Aishton took as his subject "Team Work." A. S. McKelligan, general storekeeper for the Company, and president of the Club for the past year, presided. President Sproule was one of the honored guests and one of the speakers of the evening.

Mr. Aishton reviewed the operations of the railways since Federal Control and showed the remarkable increases in efficient operation that have taken place, which he pointed out have been caused by large capital expenditures by the roads for new facilities, by splendid team work among employees, and by the cooperation of shippers. Three billion dollars of new capital have been invested by the roads in facilities in the past four years. Bad order equipment has been greatly reduced, claims have been reduced, and greater efficiency has been shown in fuel consumption.

The western lines, he said, have made an unusually impressive record and the way the heavy perishable ship-

ments have been handled has been a real feat. He pointed out that 1925 showed the greatest movement of perishables out of California on record.

The railroads look to the future with confidence, said Mr. Aishton, although their earnings have not yet reached the getting under way. The law contemplates, and although they have a number of problems before them.

One of the most important problems the railroads have to solve is that of getting heavier car loading. With an increase in car supply the tendency of shippers is to load less heavily. Mr. Aishton pointed out that adding one ton to the average load per car for the roads of the country would have the effect of adding 100,000 cars to the country's car supply. Using the conservative figure of \$2000 as the cost per car, this would save an investment of \$200,000,000.

Other problems of the railroads, Mr. Aishton said, were the heavy burden of taxation, more than \$363,000,000 in 1925; waterway competition, and the failure of commercial motor carriers to pay their fair share of highway costs and upkeep, but competing with the heavily taxed railways which provide their own roadbed; and the flood of railroad legislation, exemplified by the fact that in 1925 a total of 11 bills affecting the railroads were introduced in the legislatures of the country.

After Reading Your Bulletin, Pass It Along

Group Insurance Pays \$636,000 In Benefits During 1925

DURING 1925 a total of \$636,000 in death claims was paid out under Southern Pacific's group insurance plan to the families and other beneficiaries of employees on Pacific Lines who passed away during the year. The claims numbered 395 for the year.

Through the benefits paid out under the group policy the dependents of these men and women who died were protected from adversity and want.

In the various death and disability claims there are many that afford interesting stories of the protection furnished by group insurance.

In Portland, a mother with seven little children carried on for six months, assisted by our Shop Crafts Association, while the father, suffering from an incurable disease, grew steadily worse. On May 19, 1925, the doctors decided he would never be able to work again, and a request was made for his first disability installment. Money was badly needed and within one week the first installment was in the wife's hands.

The man died early in June when the remainder of his insurance was immediately forwarded to the widow. This money tied her over the first difficult days of sorrow and enabled her to give time to the problems of readjustment.

Another employee was suffering from cancer. The Metropolitan nurse lent a helping hand and within four months she made 107 visits to a patient whose case was hopeless, giving him care and advice and rendering his sad condition bearable.

Yet again there was another of our people who at 35 years of age became totally blind. He has a wife and six children and was buying a home in Los Angeles when stricken. This family would have been destitute if it were not for his disability insurance. With the insurance money he has been able to pay off the mortgage on his home, settle a few debts contracted during his illness and start a small grocery business which will take care of him and his family, thus making them entirely independent.

One more example taken at random from the many which evidence the protection offered by group insurance:

In Arizona an employee of the Tucson shops died leaving as beneficiaries eight children. For these children the insurance meant food, clothing and, until new plans could be made, financial independence—just the protection that their father had been careful to secure for them.

Your loved ones are protected too, through Group Insurance.

Porter—This train goes to Buffalo and points east.

Old Lady—Well, I want a train that goes to Syracuse, and I don't care which way it points.—Everybody's.

Argonaut—New Train Starts April 4

A NEW TRAIN on an old trail is the Argonaut which on April 4 will be added to the Sunset service between Los Angeles and New Orleans. The Argonaut will be No. 104 leaving Los Angeles 4 o'clock p. m. daily and No. 103 leaving New Orleans daily at 11:00 p. m.

The name Argonaut was chosen as a tribute to the trail blazers of 1849 who took the southerly route to the California gold fields and whose courage and determination proved a more precious legacy to succeeding generations than the golden treasure they braved so much to find.

The Argonaut will be an observation car train and the road it travels is just as romantic as the course taken by the good ship Argo when it carried Jason and his Argonauts in search of the Golden Fleece.

VETERAN CONDUCTOR DIES AT ALAMEDA HOME

Robert R. Owen, one of the oldest pensioned conductors of Southern Pacific service, died at his home in Alameda, February 24. He was 84 years old and retired from active railroad life in November, 1911, after 44 years, 7 months service.

Mr. Owen was a native of Wales and came to this country when a boy. He came around Cape Horn in a clipper ship and went to work for the Central Pacific handling lumber at the old Pacific Ave. ferry pier in April, 1867. A year later he entered train service on the old A. A. Cohen road, which ran from Hayward to Alameda, and later was conductor on the first steam train operated by the Company in Oakland local service.

ANNUAL MEETING, E.M.B.A.

Annual meeting of members of Central and Southern Pacific Railroad Employees' Mutual Benefit Association will be held May 3 at 3 p. m. in the new offices of the Association, Rooms 534 and 535, Matson Building, 215 Market street, San Francisco. Four directors will be elected at the meeting in addition to transaction of other business. Miss Julia Mott, secretary, urges all members to send in their proxies if they are unable to attend.

Millions To Be Spent For Locomotives And New Cars

HEAVY orders for new equipment entailing an expenditure of about \$6,355,600 have recently been placed by the Company.

Twenty-three Southern Pacific type three-cylinder locomotives, of the same type as sixteen placed in service early this year, will be built by the American Locomotive Company. These powerful locomotives will be delivered by May 31, which will make it possible to have them in service this season before the peak of heavy traffic in late summer and fall months. Performances of the three-cylinder locomotives have been highly satisfactory, particularly in economical fuel consumption and in handling heavy passenger trains over mountain territory without helper service.

The equipment orders also provide for 1100 fifty-ton standard single sheath box cars and 500 general service fifty-ton drop bottom gondola cars, which will be built by various firms. Except for some refinements in design, the box cars are duplicates of the 2000 ordered by the Company last year and the 500 now being built in the general shops at Sacramento.

Ten 72-foot steel main line passenger coaches, six 70-foot steel combination baggage-mail cars and twenty-eight 70-foot steel baggage cars have also been ordered for delivery prior to November 1, 1926.

APACHE TRAIL PRAISED BY FORMER CABINET MEMBER

Arizona's scenic grandeur and especially the wonders of Apache Trail, colorful and historic pathway between Globe and Phoenix, captured the admiration of Hon. John W. Weeks, former Secretary of War, who recently completed a trip over Southern Pacific's Sunset Route.

So impressed was the former cabinet member with the charm of the picturesque route that he issued the following statement when the journey ended:

"I have just completed with a party of friends a trip over the Southern Pacific Lines from New Orleans during which we have had the best of attention from the employees of the railroad. I wish particularly to refer to the part of the trip covered by the Apache Trail, which we particularly enjoyed. It seems to me that this furnishes one of the finest sections of scenery to be found in the United States and a section which has great possibilities, especially when the dams are completed. I shall certainly wish to take it again, a sentiment which has been expressed by all of those accompanying me."

Apache Trail, rich in romantic and historical associations, extends 120 miles from Globe to Phoenix across central Arizona by way of the Roosevelt dam.

Team Work Brings Short Cuts in Routine

By WM. SPROULE
President, Southern Pacific Company

The following is taken from Mr. Sproule's address at the banquet of the Pacific Railway Club, March 11, 1926, at San Francisco, given in honor of Mr. R. H. Ashton, president of the American Railway Association:

THESE clubs of railroad men are fine things. They contribute to the very essence of the subject that Mr. Ashton chose for his talk—Team Work. Gathered in this room tonight there is a group of experts in every branch of the railroad business. If all your talents could be combined in one man he would be a great railroad man; indeed, he would be an Ashton, than which nothing more remains to be said.

To this club there is a real value. I was recently approached by a member of a foreign firm. He was not familiar with railroad men or railroads as organized today. He consulted me about the department to which he should go concerning a certain matter, and he deemed it of sufficient importance that he should not err in his approach. He not only wanted to know the department but the proper channel of approach to that department. I asked him, "May I inquire what is the point about which you show an unwonted delicacy?" For I knew him well enough to say "unwonted."

He replied, "I am not as familiar with the differences between the duties of departments in the railroad business as I might be, but after long experience I have learned that in the case of large corporations it is wise to be rather exact in the means and method of approach so as to safeguard myself against the perils of the departmental mind." Surprised, I asked him what he meant by that.

He said, "The larger the organization the greater the difficulties in getting into the inside of a given department. This is because all large organizations function through departments, and the larger the corporation and its departments, the more strongly defined in it is what I would call the departmental mind, and if I should happen to approach one department through another department which was the wrong one, wee betide me."

I use that illustration since it is a criticism from a friendly source wholly outside the railroad, and I cannot quite rid myself of the belief that there is more in his explanation than we are prone to admit. We all believe in team work; we all practice it. Yet there is a feeling even in the service itself, that if someone has something to present, it must come in regular departmental routine through fore-ordained channels or else there is something the matter with it, and that is not always good team work. Organization is necessary and is wise. Team work between departments is just as necessary, and informal exchanges of views and of knowledge is also wise and helpful. Let us all be on our guard against the departmental mind rising up within us. Through the influence of organizations such as this, by the monthly and other contacts among railroad men which are promoted by such gatherings as this, a great deal can be done to break down that departmental frame of mind that subconsciously grows upon us, even though we are all very good fellows at heart.

It is a great thing that team work has an apostle, as it has an exemplar, in the President of the American Railway Association who is your honored

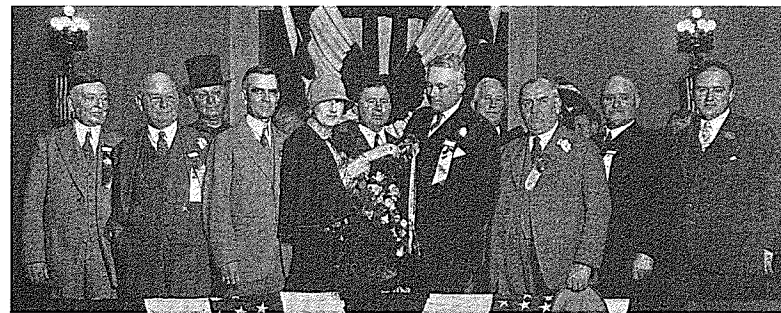
and distinguished guest tonight. In every place he has held, and by all men who know him, he is recognized as a team worker, a man of constructive mind, an exact mind with capacity that is a large part of genius and that carries him through a great career, an admirable example of American manhood.

One of the advantages of clubs such as yours is that it does afford the opportunity of hearing such men, whom you might not have the opportunity of hearing otherwise, or of knowing in any social and informal way.

The fact that this club has gone through nine years means that you will without doubt go through nine years more of such happy opportunities as tonight. Upon your shoulders devolves the daily work of the railroads and to you is jointly due the wonderful record the railroads have made in recent years. The cause is helped along by the meeting upon common ground and in personal contact of tried men of every branch of the service and of every railroad.

In addition to those problems which Mr. Ashton has so well stated I would add but one more. To it each of you can contribute because each of you has a sphere of influence. Each of you is recognized by friends as a man who knows whereof he speaks and it does not do for you to underestimate the value of that personal influence.

You have yet to bring home to the American people the fact that the money given from the savings of the people and put into the transportation business is money that, of all the savings of the people, should be especially safeguarded by the laws and regulatory bodies, why? Because that



Principal speakers and others taking part in program at formal dedication of the new Southern Pacific station at Sacramento February 27. Left to right—James Flanagan, president Sacramento Downtown Assn.; H. K. Johnson, chairman, County Board of Supervisors; C. F. Pratt, chairman of San Francisco committee; Paul Shoup, executive vice president of Southern Pacific; Bernardine Ahern, sponsor of the new station; General Manager J. H. Dyer; A. L. Goddard, mayor of Sacramento; Senator Charles B. Bills, chairman of station celebration committee; Governor Friend W. Richardson; Assistant General Manager T. Ahern; and Harold J. McCurry, president, Sacramento Chamber of Commerce.

After Reading Your Bulletin, Pass It Along

money is money devoted to the service of the people.

In years gone by regulation has been largely of a police character. It has functioned to see that no overt acts were committed, but the time has come when the character of that regulation is changing. Now the whole procedure of public utilities are as an open book. There is no longer the same need of that policing, because the laws cover the purpose; but there has come the time when there is need to go farther by constructive regulation designed to make railroad investments inviting in order that the full capacity of the railroads may be maintained and their expansion of facilities be continued, for this country is young and the calls for new money in necessary railroad work are constant.

Let us remember, there is no side track put in, or switch to serve an industry or any mile of railroad laid excepting as it is for the performance of a service of value to the public, and the money that it cost to build it is money which somebody has put into the transportation business. That money thus devoted to the public service is privately owned and we get it in competition with other enterprises which are not subject to public regulation. We can ask with propriety that this fact be recognized by those tribunals to whom we report and that this recognition be sustained by public opinion.

To this, gentlemen, I invite your attention that the aspirations of the business man may be brought to realization by the public. It is not a controversial question. It is simply a matter of fact to be brought home to the citizenry—the fact that it is necessary the return on money put into the railroad business be adequate so that the service may be adequate at all times as business expands.

"GIVE ME YOUR BUSINESS," URGES HAYWARD AGENT

Over a signed statement in his local paper, the Hayward "Review," Miles D. Harrington, agent, points out the course for citizens of that community to follow in their hopes to obtain additional transportation service. Mr. Harrington's appeal, urging local people to make their purchases of passenger tickets and freight transportation through the Hayward Southern Pacific office, instead of the Company's offices in neighboring cities, was supported by the editor in a lengthy editorial. Mr. Harrington pointed out that the Company's attitude toward additional transportation facilities would be based on the demand as reflected through sales at the local agent's office.

REPRESENTATIVE OF E.M.B.A.

Geo. B. Sanford has been appointed representative of the Employees' Mutual Benefit Association in the Sacramento territory. The Sacramento territory embraces Sacramento, Shasta and Stockton Divisions and part of Western division. Mr. Sanford's office is Room 202, Southern Pacific Station, Sacramento.

New Operating Records Made During 1925

RECORDS for increased operating efficiency in freight train loading and freight train speeds were made by Southern Pacific during 1925. In number of tons of freight per train the Company's records show a material and steady increase since 1921. The average net tons per freight train in 1925 were 705 as compared with 629 in 1921. Reaching a peak of 755 in March, the net tons per train established a monthly average in 1925 that was at all times higher than during the preceding five years.

Despite the greater tonnage per train, the average miles per hour of Southern Pacific freight trains increased from 10.5 in 1920 to 11.5 in 1925.

Car miles per car day, which reflect comparative absence of delays in handling at terminals and en route, were 36.8 as compared with 28.3 for the railroads of the country as a whole.

These large gains in operating efficiency are due to the team work of Southern Pacific employees, coupled with improved facilities provided through large capital expenditures. Between March 1, 1920, and January 1, 1926, Southern Pacific increased the number of freight cars 43.47 per cent and increased our locomotive tractive power 38.44 per cent. Enlarged terminals, side tracks, second track and many other improvements designed to expedite traffic movements have been provided.

S. P. WILL SOON HAVE NEW TICKET OFFICE IN N. Y.

A new Southern Pacific Company ticket office in New York will occupy the site of the famous Delmonico's at the northeast corner of Fifth Avenue and Forty-fourth Street, where a thirty-one story building is now being erected. In addition to ticket office space on the ground floor, the Company will have offices on the tenth floor to be occupied by the general passenger agent.

While Delmonico's is no more, the space formerly occupied by the renowned restaurant will still have its connection with a cuisine of unequalled excellence—the Southern Pacific dining car service.

DISTINCTIVE ADVERTISING OF PORTLAND PRAISED

An interesting discussion of the value of Portland's reputation as "The Rose City" was given not long ago before the Advertising Club of Portland by J. A. Ormandy, general passenger agent.

In the course of his talk Mr. Ormandy said:

"In advertising and in selling it is the distinctive feature which is eagerly sought; something to lift what is advertised above the monotony of the commonplace.

"Here we find the name of a bustling

western city carried to the four corners of the earth on the lips and on the breath of fragrant roses. Is not that unique? Is not that distinctive?"

"I do not believe that in building up world fame over the last 20 years through rose culture and Rose Festival activities, Portland has entered into competition with the other great cities of the Pacific Coast. I think rather has Portland strengthened the chain of coast attractions which welded together in a common interest and a common purpose will ultimately bring this delightful Pacific Coast country into its rightful place as the tourist center of this country."

LATE JULIUS KRUTTSCHNITT HONORED BY ENGINEERS

To show their appreciation of the value of the service rendered the Engineering division of the American Railway Association by the late Julius Kruttschnitt, chairman of the Executive Committee of Southern Pacific Company, appropriate resolutions were adopted by officers of the Engineering division at their recent convention in Chicago. At the time of his death Mr. Kruttschnitt was official representative of the Association on the board of directors of the Engineering department.

The resolutions, engrossed and handsomely bound in leather and presented to the family of Mr. Kruttschnitt, stated in part:

"The impress of his character, of his method, of his thoroughness, and of his conscientiousness, is deep and lasting. The science of Railroad Engineering, as expressed in the records of the Engineering division, reflects his painstaking genius, his wise forethought and his sound business sense. As a leader in the organization he had the courage of his experience, and the quiet force which induced conviction. In his varied relations to the work of the Engineering division, his simple character, his modesty, won the enduring regard of his co-laborers in our cause. To those who were near and dear to him, the Engineering division tenders its profound sympathy."

THIEF BRAVES PRISON BARS FOR CHOCOLATE BARS

Twenty-three chocolate bars and a ham sandwich constituted the principal loot of a sweet-toothed burglar who recently raided a Southern Pacific all-day lunch car en route from Portland to Coos Bay. His haul included doughnuts, six rolls of clove lifesavers, six packages of chewing gum, a carton of cigarettes and a dollar's worth of nickles completed the robber's haul.

E. L. KING IS "CAVEMAN"

Superintendent E. L. King of Portland Division was recently elected to honorary life membership in the Oregon CaveMan, Inc., which is the booster organization of Grants Pass. This organization has attracted wide attention due to their unique participation in parades and similar functions.

Twenty-three S. P. Veterans Are Retired on Pension



Veterans who were retired on pension at meeting of the Pension Board February 26. 1. John Edwards, 2. Richard H. Livingstone, 3. Homer W. Lee, 4. Ah Jack, 5. Michael Connair, 6. Richard J. Powers, 7. Edward W. Pelham, 8. Dennis Ryan, 9. Charles W. Wardwell, 10. Robert C. Covington, 11. James B. Gordon, 12. Robert F. Covington, 13. Woodford H. Davis, 14. Harry H. Herndon, 15. Harry H. Herndon, 16. Robert L. Motz, 17. Thomas McKellar, 18. Clinton B. Ward, 19. Henry C. Watts, 20. Charles F. Drake, 21. Tony Martin, 22. James A. Weldon, 23. George Pipitone

JOHN EDWARDS, locomotive engineer on Stockton division, in length of service, heads a list of 23 Southern Pacific veterans who have just recently been retired on pension. Mr. Edwards went to work in August, 1880, as wiper in the roundhouse at Sacramento and after a few months went into engine service as fireman. He worked in this capacity on Western division for several years and in August, 1887, was promoted to engineer. In August, 1910, he transferred to the Stockton division and is now retired after 45 years 6 months service.

Richard H. Livingstone, who entered the service as a coach carpenter at Raes Landing, Oregon, in April, 1881, is retired after 44 years 10 months service. He worked in this capacity at Woodburn, Dundee, Jefferson and retired while working at Brooklyn, Ore.

Homer W. Lee entered the service as car builder at the Sacramento General Shops in June, 1883, and is now retired after 42 years 6 months service.

Ah Jack, firebuilder in the Motive Power Dept. at Lordsburg, N. M., is retired after 36 years 2 months service. He went to work as a laborer at Lathrop, Cal., in July, 1881, later working in various positions at El Paso and Lordsburg.

Michael Connair, who has been section foreman on the Coast division since February, 1899, is retired after 35 years 8 months service. He entered the service as a laborer at Kings City in August, 1890. In recent years he has been foreman of various sections

on the Coast division, retiring while located at San Jose.

Richard J. Powers, train baggage-man on Western division, is retired after 33 years 6 months service. He entered the service as a brakeman at Lathrop in September, 1892, and two years later became train baggage-man running out of Oakland Pier.

Edward W. Pelham, who has been freight brakeman on the Sacramento division since August, 1892, is retired after 33 years 2 months continuous service.

Dennis Ryan, crossing watchman on the Salt Lake division, is retired after 32 years 4 months service. He went to work as a laborer at Santa Margarita in June, 1892, and was later promoted to construction foreman in the engineering department.

Charles W. Wardwell, who has been agent at various stations on Pacific Lines since August, 1894, when he went to work at Toano, Nevada, is retired after 31 years 7 months service. He was later located at Maricopa and Bowie, Ariz., and at Castella and Keswick on Shasta division. Since November, 1910, he has been agent at various stations on the Coast division.

James B. Gordon, train dispatcher at Empalme, on the Mexico Lines, entered the service in that capacity at Nogales in January, 1896. In 1901 he

was appointed trainmaster. Later he was again appointed dispatcher and succeeded to chief dispatcher. In 1913 he was appointed assistant superintendent at Naco. For a short time he was located at Phoenix as train dispatcher for the Arizona Eastern, returning to the Mexico Lines in 1914 as chief dispatcher at Mazatlan and shortly afterward transferred to Empalme. He retires after 30 years 2 months service.

Robert P. Covington, who has been towerman at various points on Los Angeles division since May, 1896, is retired after 29 years 9 months service.

Woodford H. Davis is retired after 28 years 11 months service while working as tool room attendant at Bakersfield. He went to work as a laborer at Bakersfield in May, 1897, and later worked as firebuilder and supplyman.

Henry C. Townsend, signalman on Western division, entered the service June, 1898, as a laborer at West Oakland shipyard. A year later he went to work at the Gas Works as night engineer. He has been a signalman since July, 1901, and is retired after 27 years 9 months service.

Harry H. Herndon, yardman on Coast division, is retired after 25 years 5 months service. He went to work as car sealer at Truckee in August, 1900, and a year later transferred to San Jose as yardman.

Robert L. Motz, car builder at Sacramento shops, is retired after 23 years 5 months service.

Thomas McKellar, clerk in the audi-

tor of freight accounts office, is retired after 25 years 1 month service. He has been continuously employed at the General Office since January, 1901.

Clinton B. Ward is retired while working as telegraph operator at San Jose, after 25 years 1 month service. He entered the service in that position at San Francisco in December, 1900.

Henry C. Watts, who has held various positions in the Maintenance of Way Department on Portland division since June, 1901, retires after 24 years 10 months service. He entered the service at Beaverton and for some time was section foreman. Later he was employed as janitor, night watchman and for several months was a railroad police officer. He retires while working as laborer.

Charles F. Drake, who entered the service as a clerk in the Freight Department at Portland in April, 1902, is retired after 24 years service.

Tony Martin, laborer on the Coast division, is retired after 23 years 1 month service.

James A. Weldon, sheet metal worker at Sacramento General Shop, retires after 20 years 1 month service. He first entered the service in September, 1886, and continued until 1903. He returned in January, 1906, and has since been located at Sacramento.

George Pipitone, who retired while working as station cleaner at Oakland after 20 years service, went to work as a laborer at San Jose in September, 1905.

L. B. MOORE, WELL KNOWN S. P. OREGON AGENT, DIES

Luther B. Moore, agent at Roseburg, Oregon, died in the General Hospital at San Francisco March 3.



L. B. Moore

He had been with the Company 38 years, having entered the service at the age of 17 years as a student telegrapher on December 18, 1887. After about ten years' service as a telegrapher and agent at various Willamette Valley points, he was appointed trainmaster and agent at Roseburg in April, 1898. At that time the train dispatcher's offices were located at Ashland and he served in the dual capacity of trainmaster and agent until May, 1904, when the dispatcher's offices were moved to Roseburg and these positions were separated, he retaining the position of agent.

Aside from his various duties as agent Mr. Moore was very active in civic and social affairs and was personally identified with practically all movements contributing to the welfare of that city. He was an accomplished musician and a member of many musical, civic and social organizations, a member of the Elks and I. O. O. F. Lodges. His death brought sorrow to a host of friends.

Recent Additions to S. P. Honor Roll of Pensioners

Name	Occupation	Location	Service Yrs.	Mos.
John Edwards	Locomotive Engineer	Stockton	45	6
Richd. H. Livingstone	Coach Carpenter	Brooklyn, Ore.	44	10
Homor W. Lee	Car Builder	Sacramento	42	8
Al Jack	Firebuilder	Lordsburg, N. M.	36	2
Michael Connair	Section Foreman	Sunnyvale, Cal.	35	8
Richard J. Powers	Train Baggageman	Oakland Pier	33	6
Edward W. Pelham	Freight Brakeman	Sacramento	33	2
Dennis Ryan	Crossing Watchman	Susanville	32	4
Charles W. Wardwell	Agent & Operator	Colma, Cal.	31	7
William O. White	Gang Foreman	Los Angeles	31	6
James B. Gordon	Train Dispatcher	Empalme, Mex.	30	2
Robert P. Covington	Towerman	Los Angeles	29	9
Woodford H. Davis	Tool Room Attendant	Bakersfield	28	11
Henry C. Townsend	Signalman	West Oakland	27	9
Harry H. Herndon	Cardman	San Jose	25	5
Robert L. Motz	Car Builder	Sacramento	25	5
Thomas McKellar	Clerk (Adm. Fgt. Accts.)	San Francisco	25	1
Clinton B. Ward	Telegraph Operator	San Jose	25	1
Henry C. Watts	Laborer	Beaverton, Ore.	24	10
Charles F. Drake	Clerk	Portland, Ore.	24	0
Tony Martin	Laborer	Santa Cruz	23	1
James A. Weldon	Sheet Metal Worker	Sacramento	20	1
George Pipitone	Station Cleaner	East Oakland	20	0

STOCKTON DIVISION AGAIN WINS O.S.&D. BANNER

The banner for efficient handling of freight was again awarded to the Stockton Division for the period October to December, 1925. This is the eighth time this division has excelled in O.S.&D. work, the nearest rival being Tucson Division with six awards.

During this period, 37,415 tons of less-than-carload freight were loaded, unloaded and transferred, with but 19 irregularities in checking, loading and billing, and but 117 damages and pilferages.

The performance of Stockton Division employees in this campaign has been consistent and the results obtained are evidenced by the numerous awards of the banner.

HEART TROUBLE FATAL TO VETERAN ENGINEER

Thomas Newton, retired locomotive engineer of Sacramento division, died at his home in Oakland March 4 following an attack of heart trouble.

Mr. Newton was 67 years old and came to this country from Ireland as a boy. He went to work for the Company in October, 1888, as a fireman at Sacramento, continuing on that division after his promotion to engineer. He was retired on pension in November, 1925.

Besides his wife he is survived by a boy. He went to work for the Company in October, 1888, as a fireman at Sacramento, continuing on that division after his promotion to engineer. He was retired on pension in November, 1925.

LOCOS. LIVE JUST AS LONG

A railroad note says the average life of a locomotive is 38 years. And the advent of the reckless motor-car driver hasn't reduced the average a single day.—Cincinnati (O.) "Enquirer."

MILLER PROMOTED AGENT OF FERRY TICKET OFFICE

Martin M. Miller, who has been assistant agent of the San Francisco ferry station since August, 1919, has been promoted agent, succeeding to the vacancy caused by the death of James O'Garra.

Mr. Miller first entered the service in San Francisco as a check clerk at Battery and Drumm street freight station in June, 1905. He later worked at Kirkham Street station in Oakland and was train auditor for the accounting department until April, 1911, when he accepted a position with the Union Pacific at Omaha. He returned to Pacific Lines in May, 1912, as ticket clerk at the San Francisco ferry station, where he has since been located.



Martin M. Miller

MEALS AT ALL HOURS ON THE AUTO FERRY BOATS

All night restaurant service on the Company's San Francisco Bay automobile ferries became effective March 6 as an added convenience to patrons using the all night ferry service. All the ferry boats, those running every 15 minutes between 6:30 a. m. and 8:00 p. m., the 30-minute boats between 8:00 p. m. and 1:00 a. m. and the hour boats from 1:00 a. m. to 5:00 a. m., will have continual restaurant service.

OBEY THEIR CONSCIENCE

Two persons during the month listened to the dictate of their conscience and remitted money to Southern Pacific. A young lady rode on a street car several years ago, and sent five cents in stamps to pay for it. A man refunded \$25 which he was overpaid in 1922.

Commuter Trains Set Fine 'On Time' Record

A FINE performance in commuter train service was made during a recent 31-day period when 1080 trains, 925 being local, were handled over the Peninsula run between San Francisco and San Jose on the Coast division, with only ten trains arriving late. During this period an average of 12,000 commuters were handled daily.

With 26 trains operated daily five days of the week; 24 on Saturday and 17 on Sundays and holidays, on frequent and fast schedules during the heavy traffic hours of the day, the Peninsula train service offers accommodations equal to any commutation service in the country.

Specially designed coaches, capable of seating 96 passengers, seventy of which were placed in service last year,

its first stop at Broadway in 24 minutes. With these "skip stop" schedules, the entire peninsula is favored with fast service from San Francisco, permitting commuters living in different sections to pick out trains which make the shortest running time to their destinations.

"The handling of all this traffic in a satisfactory manner means close figuring and co-operation on the part of employees operating in this territory," said E. R. Anthony, assistant superintendent of the Coast Division, in commenting on the recent operating record. "In addition to the suburban passenger trains between San Francisco and Redwood Junction, we have trains to Santa Cruz, Salinas, Kettle City, Monterey and Pacific Grove, and

trains at night in order to avoid interference with the commuter service.

"Where we run a through non-stop train, accommodating long haul traffic, we also operate a local train in advance of this through train, to pick up passengers originating between San Francisco and San Jose, and take them to San Jose, where they can board the through train. In the opposite direction we follow the through train with a local train to accommodate passengers to intermediate points north of San Jose.

"We are alert for any improvement which can be made in the peninsula service for the convenience of passengers. At present nineteen daily local trains handle baggage, mail and express, all of which is a public accommodation. Macadam surfaced island platforms permit passengers to board more conveniently and without delay to trains. Platforms are automatically illuminated when trains approach. The double track for our Peninsula lines is the best that can be built, with 110 pound rails, rock ballast, large ties and is safeguarded by closely spaced automatic block signals and interlocking towers."

MINERAL SERVICE BUREAU ATTRACTS FAVOR

The service of the Company's Geology Department in getting the owners of mineral deposits into touch with consumers or possible purchasers of the minerals, is commended in an editorial by the Arizona Mining Journal.

"It is a free service," the editorial states, "done in the hope of stimulating development of mineral deposits in the territory served by the railroad and to stimulate its business; it also serves as a wonderful stimulus and opportunity for development of the southwestern states. As far as we have been able to learn, it is the only service of its kind."

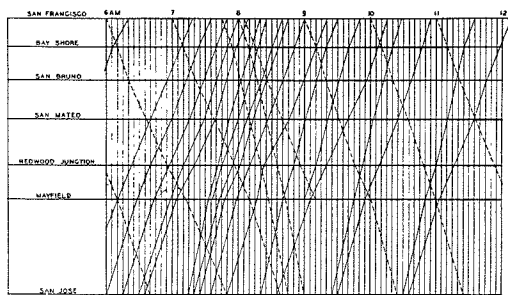


Chart shows density of passenger train traffic between San Jose and San Francisco from 6 a.m. to noon, the full diagonal lines indicating the number of trains serving Peninsula commuters during the rush hours

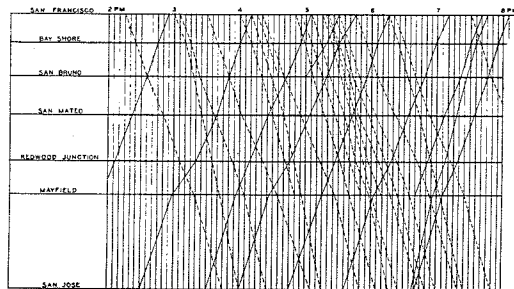
add to the comfort and convenience of the commuters. The cars are heated by a thermostatically controlled system, have automatic ventilation, electric ceiling fans, electric lights and are finely upholstered in apple green plush.

Ten commuter trains arrive at 3rd Street Station between 7:20 a.m. and 9 a.m., an average of one every ten minutes. Twelve trains leave the station between 4 p.m. and 5:30 p.m., eight of which leave on an average of every five minutes.

Non-stop trains operated on a one-hour schedule in both directions between 3rd Street Station and San Jose place the lower end of the Peninsula on a parity with points close to San Francisco. There are also four trains making a limited number of stops between those points and operated on an hour and five minute schedule.

To provide fast service during the evening rush hours a train leaves San Francisco at 5:15 p.m. with first stop at Palo Alto, arriving there in 43 minutes. The next train leaves San Francisco at 5:17 p.m. and makes its first stop at Redwood City, arriving there in 37 minutes. Another train leaves San Francisco at 5:20 p.m. and makes

trains between San Francisco and Los Angeles to the number of ten per day in each direction. Between Bayshore and Redwood City we have an average of 19 freight trains per day in each direction. We run our local freight



Dotted lines in the above chart indicate the number of afternoon and early evening trains from San Francisco serving Peninsula commuters

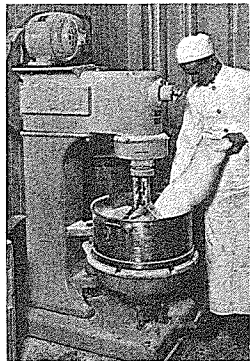
After Reading Your Bulletin, Pass It Along

Guessing Has No Place in S. P. Cooking

EXACT, scientific methods have replaced the "inspirational" cooking of the old time chef.

This fact was pointed out by Allan Pollok, manager of the Company's dining car service, in announcing the opening of the new commissary kitchen at San Francisco Ferry terminal in the old Ferry Postoffice building recently taken over and remodeled.

Experience and tests over a period



No chance for pie crust failures when flour, shortening and other ingredients are blended in this machine

of years have proved that no organization of culinary artists, no matter how brilliant they may be as individual performers, can produce the results attained by use of modern scientific methods, devices and formula.

By the use of these exact methods used in the big new kitchen the finest products can be reproduced indefinitely with original delicacy of flavor uniformly maintained.

Railway cookery has been elevated to an exact science. The old time temperamental cook who "threw things together" has vanished from the realm of rolling kitchens, and the day when too many cooks could spoil the broth—by guess work—has gone forever.

Exact measurements and methods of preparation for every food specialty served on the dining cars are given in a recipe book with which every cook is required to be familiar.

Scientific training of cooks and waiters is also a part of the plan to make the service uniformly excellent. They receive careful training from traveling head chefs and waiters. School cars visit the various terminals frequently.

Like an army, the dining car must have an extensive service of supply, and much of the preparatory work of that service is best accomplished before foodstuffs reach the dining car kitchen. Only in this way can unvary-

ing satisfaction be assured to the dining car patron.

In the new Ferry Terminal commissary blending machines have been installed that mix cereals and flours with other ingredients in accordance with approved recipes for the making of hot breads, muffins, rolls, pie crusts and hot cakes. Baking powder, sugar, salt—all are measured with the precision and exactitude of an assayer handling gold dust. The resulting mixtures are issued in labeled packages and all the dining car chef need do is break open the package, add whatever milk or water may be required, and bake at the indicated oven temperature.

While insuring uniform quality the blending machine does not destroy the personality of the chef's handiwork, as much depends upon proper kneading of the dough and careful baking.

Dining cars use more than a ton a day of the blended products.

Much time is saved for the chef by advance preparation of salad dressings in commissary kitchens. Mayonnaise, French dressing and other sauces are issued in glass containers and as a result the patron enjoys a quality of dressing that could not be prepared in the hot kitchen or pantry of a busy dining car.

In the commissaries all fresh meats are carefully boned, cut and issued to the cars in convenient form. In the process waste is almost entirely eliminated. Soup stocks are prepared in the commissaries in large quantities and this stock, properly refrigerated, is issued to dining car chefs in gallon jars and is responsible to no small extent for the acknowledged excellency of Southern Pacific's thick soups.

So exacting is the quality demanded for dining car service that the Company



More than 1500 "super-perfect" pies are baked daily in this electric pie oven at the San Francisco Ferry commissary kitchen.

maintains at West Oakland a well equipped butcher shop where all pork and meat sausages are made and where corned beef and pickled tongues are prepared in accordance with the company's own recipes. Here, too, is a smoke house where all tongues and sausages used by the service are smoked.

Commissary kitchens are also used as schools of instruction for chefs. In them each cook must prove his familiarity with every recipe in the official recipe book, and his ability to maintain through exactitude of measurements and care in preparation, the high standards of cookery demanded by the dining car service.

Constant experiments are carried on to extend and improve advance food preparation. The new and commodious commissary opened at the Ferry terminal is equipped to further these experiments in economy, time saving and quality standardization.

EMPLOYEE INVENTORS GIVEN AID OF COMPANY

Encouragement to employees who have invented appliances or labor-saving devices that may be adapted to railroad work, is offered in the Company's established practice of obtaining patents free of cost for employees on all practical inventions.

General Manager J. H. Dyer has extended an invitation to employees to make the Company acquainted with their ideas and all assistance possible will be given to perfect the device and obtain patents. Obtaining of patents is often an involved and expensive proceeding and the Company can be of great assistance in such matters.

Employees should bring their plans to the attention of their supervising officer, together with detailed explanations of the device's uses and advantages. This information, accompanied by duplicate blue prints fully identified and showing the device exactly as it is intended to be used, will be submitted to the General Manager's Office for an opinion as to its practicability and patent relations.

Then if the device is found to be free of patent infringement features, attorney service will be furnished, and patents obtained free for the employee with the understanding that the Southern Pacific Company and its subsidiaries be granted permit to manufacture and use the appliance.

This privilege granted the Company does not prevent the employee from placing his device on the open market. In fact, the use of it on Southern Pacific Lines is a high recommendation for the product, and provides the employee with a strong argument in selling his invention to other companies.

CLAPP DIRECTOR OF E.M.B.A.

E. W. Clapp, assistant freight traffic manager, has been elected a director of the Central and Southern Pacific Railroad Employees' Mutual Benefit Association to fill vacancy caused by resignation of S. F. Booth.

Business Getting Honors Held by Portland

PORTLAND Division is now in possession of the handsome silver trophy, having made the highest score of any division in the fourth quarter of the employees' business getting campaign. The trophy was presented by John M. Scott, assistant passenger traffic manager, to Superintendent E. L. King at a gathering of officers and employees in the Assembly Room of the Union Station at Portland, February 25.

Mr. King complimented the employees on their enthusiasm and energy which brought the business getting honors back to Portland division after an absence of many months. He pointed out that there were no departmental lines in this matter and that winning of the trophy indicated the operating forces as well as the traffic forces were working shoulder to shoulder in developing and obtaining increased traffic for the Company.

Other brief talks commending the work of Portland division men and women and suggesting ways in which "tips" on business may be obtained, were made by J. H. Mulheys, assistant freight traffic manager; J. A. Ormandy, general passenger agent, and C. M. Andrews, assistant general freight agent.

T. C. Bradley, cashier, Corvallis; A. T. Coker, cashier, Mill City; E. A. Robertson, personal record clerk, Portland; J. F. Dooley, clerk; H. G. Hawtin, cashier; M. L. Sanders, warehouse foreman, and C. R. McCabe, yard clerk, of Albany; J. S. Richardson, clerk, Marshfield; C. B. Hill, car distributor, Roseburg, and V. D. Howard, car distributor at Portland, were some of the heavy point winners whose work brought the trophy back to Portland division.

Under the new method of determining leading divisions in the business getting campaign the smaller divisions

are coming into the limelight. New Mexico division employees showed the greatest increase over their previous average February scores and are at the head of the list for the second month of this quarter. Shasta division, which

for obtaining tips on passenger business. Summer vacation rates to all resorts on the Pacific Coast go into effect April 30 and from now on friends and relatives of employees will be planning their vacation trips. Southern Pacific is the "road to the out-of-doors" and a tip to one of the traffic representatives may result in sale of one more ticket, all of which helps keep the wheels of our transportation machine running.

Then, too, the back East excursion rates will go into effect May 22. People planning to take advantage of these low rates will offer many opportunities for obtaining tips on long haul passenger traffic. Among the heavy point winners during February were: J. Bailey, industrial clerk, Los Angeles; J. V. Neary, clerk, El Centro; M. Childers, baggage-man, and J. B. Foster, yardmaster, Klamath Falls, and R. J. Thomas, store foreman at Sacramento Stores. Following is a list of other recent business getters:

Abbreviations in the following list are: Int., interline; Lo., local; R.T., round trip; L.C.L., less than carload; CL, carload; SRO, standing routing order.

SUCCESSFUL PASSENGER TIPS

Sacramento Division

Arenz, M. L., car dist. 2RTInt.
Armstrong, T., sig. foreman, Truckee ...1RTInt.
Buckley, E. L., brkman, Sac. Int.
Cooley, C. C., clk. dir. sp. 1RTInt.
Duden, Ellsworth, clk. Supt. MP, Sac. 1RTInt.
Hall, Jas., metr. car tp. Int.
Hebuck, Uno J., cashier, Roseville 1RTInt.
Forney, J. H., clerk, Sac. Int.
Ridson, W. C., conductor, Sac. 1RTInt.
Schab, G. C., clerk, Orland Loc.; 7RTLoc.
Thomas, W. E., paint shop, Sac. 1RTInt.
Thomas, R. J., store frmn, Sac. 5RTLoc.
Vandenberg, Ellis, warehouse, Gridley Int.
Wilder, C. J., cashier, Sac. Int.
Allen, R. H., staty, engr., Oakland Int.
Aronsen, E., sten., Oakland 1RTInt.
Bakson, A. C., T.V.M., Oakland 1RTLoc.
Loucks, Frank, clerk, Oakland 3RTInt.
Lousier, C. H., inspr., Oakland Loc. 2RTInt.
Jones, Capt., pensioner, Oakland 1RTInt.

Official Score Board

DIVISION	Average for February 1925-1924-1925	Score Feb. 1926	Standing
New Mexico	10	465	46500
Shasta	444	5,320	11877
Portland	2,993	24,383	821
East	14	40	285
Stockton	30,958	57,930	171
Los Angeles	47,430	60,070	127
Salt Lake	464	420	90
Western	5,117	3,945	77
Steamer	40	20	30
San Joaquin	10,398	5,165	49
Rio Grande	8,180	3,895	48
General Office	1,449	705	48
Coast	2,033	880	43
Sacramento	30,295	4,261	40
Tucson	1,217	200	17

led last month, is now in second place.

Los Angeles made the highest actual score for freight business during February, closely followed by Stockton. But their heavy scores did not show sufficient increase to overcome the new interest being taken on the small divisions. Sacramento division made the highest score in passenger business.

L. D. McLean, cashier at Lodi on Stockton division, with the 41,375 points gained from his live tips on freight traffic, was the champion business getter for the month.

W. E. Thomas, of the paint shop at Sacramento, and who is an active worker in glee club and quartet activities at that point, was the highest point winner on Pacific Lines during the month for passenger business. His tips on local round trip tickets won him 1250 points.

Unusual opportunities will be offered during the spring and summer months



Officers and employees who met at Portland February 25 when the silver trophy was presented to Superintendent E. L. King as an award for Portland Division making the best showing during the final quarter of the year in the employees' business getting campaign.

After Reading Your Bulletin, Pass It Along

Tucson Division

By LEROY MAGERIS
Tucson Correspondent

The Pentstemon Club held its monthly meeting on February 21 at the old Presbyterian Church in an old fashioned box lunch room. All were dressed in costumes dating from 1776 to 1926. The men voted unanimously that they were in favor of the 1926 styles, and hoped they were in time to see the 98 years old if the styles continued to change for the better.

Each lady brought a box of lunch, which the gentlemen bid for, the successful bidder to share the box with the lady preparing it. A limit of fifty cents was placed on each box and in several cases where certain young men were desirous of eating with certain young ladies there was but one bid and that a quick one. With the married folk, it was different. The married men bid a few cents at a time. It was not certain whether they were afraid they would bid in their wives' boxes or whether they wouldn't.

Misses Thorne played several piano selections. Those who were not so appreciative of the extent of our treat, Mrs. Caroline Bethel sang "Remember, Remember, Brown accompanying her. Doris Lindeman, Julia Carlson and George Brown took turns at the piano, and while Mrs. Lindeman and H. J. Cooke and his trusty fiddle furnished music so the gang could dance. Old dances predominated.

When the party broke up at midnight, the usual hour of adjournment, everyone gave the committee for the next year a wonderful evening. The committee consisted of R. E. Smith, chairman, Doris Lindeman, Margaret Grace, D. Caballero and Roy Edwards.

Those present were: Messrs. and Mesdames R. E. Smith, Leroy Mageris, R. Edwards, A. E. Brown; Mesdames Julia Carlisle, Bessie Kaulbach, Caroline Bethel; Misses Dorothy Kunsman, Dorothy Lindeman, Elaine Hubbell, Georgia Brown, Naretta Graef, Barbara Hughes, Mrs. R. K. King, E. P. Herbert, M. M. DeBolt, A. D. Calver, Mrs. Pironi, Guy Porter, Ralph Hart, James Redman, H. Cooke, Mrs. J. H. Chaddock, Mrs. John Chaddock, Mervin Power, Accountant, died March 1. Mr. Chaddock has the sympathy of all my friends.

R. E. Smith, engineer's timekeeper for the past several years, has accepted a position with the S. P. de M., as traveling time checker.

Chief Dispatcher S. F. Hyde is back from the General Hospital. We are mighty glad to see him, as he has been a splendid dispatcher's office again.

Buster Rehman is the luckiest bird we ever saw. The folks at the miniature show at the Volvile during the annual "Fiesta de las Vacaciones" and everyone buying flowers, money secured by the committee, and while touring car, Andy Collins raffled off a chance, having ten numbers that cost a dime and one free one. Buster drew the free chance, won the chance on the automobile, and then the "National Automobile Committee" decided that it would only be fair for Buster to loan the auto to each member of the committee for a week, but he couldn't see it that way.

A new club is being formed in the office of the Tucson Division. The club is known as the "Tucson Club" and is composed of Andy Collins and Jay M. Franklin are charter members. W. C. Puelle, our I. C. C. clerk, has left Tucson and is now working for the Arizona Fuel and Feed Company at Tucson. Jay M. Franklin bid in Bill's job leaving the Group Insurance desk to E. E. Davis, who moved up from the Tucson Division. Moore, roomman, will be the new 477 clerk. Frank C. Johnson, I. C. C. clerk, died as a result of being run over by a Puelle moved down to Yuma as trainmaster's clerk, succeeding Mr. Johnson, who is now in the Yuma Freight Office.

Harry Lamm has moved over to the I. C. C. job from the Accounting Bureau. Frank Scott succeeds Harry as material clerk. It has been noted that George Pironi, assistant division chief, has been promoted to a seven pound daughter, and Dispatcher Justin S. Olin is delighted over the arrival of a son.

Pauline Gillespie, stenographer in the El Paso Division, who has been very popularly contented by the El Paso Elks Club. Photo courtesy of Fine Arts Studio.

asked why three pencils to one eraser, he satisfied our curiosity by showing us an eraser on each pencil, bringing up the average to its proper place. The young ladies of the Calculating Bureau are doing excellent work and will surely bring results. There is nothing in the world we can enjoy more than to see Mr. Rockwell bring back the home. After Jose Riesgo had his picture taken it finally convinced him that Puelon was an ideal name.

Smith and Cadena are still discussing last month's Bulletin. Smith Billings received his diploma at night school we cannot imagine where he spends his time now. A. E. Brown is nursing a sore eye. Arthur Nestor Woods is once more back to health, that same old smile and congenial way of Nestor's is always noticeable.

EMPLOYEES OFFER 85 SUGGESTIONS FOR SAFETY DURING MONTH

A total of 85 safety suggestions made by employees were discussed at the 13 safety meeting, minutes held during February. The 78 safety committee members and visitors. Twenty-one papers on accident prevention were read and reported. It made that 5,693 employees had been talked to individually on safety matters. Talks at the meetings were made by the following:

R. M. Barnett, machinist, Sacramento Shops and Stores; H. W. Watten, asst. supt., Salt Lake Div. Ter. & Shop; C. A. Wooten, yardmaster, Stockton Division; J. B. Benay, painter, Los Angeles Gen. Shops and Stores; W. M. Shillman, asst. supt., Sacramento Division; R. E. Beach, chief dispatcher, Salt Lake Division; P. J. York, carpenter, Gen. Shops and Stores; W. F. Schetter, yardmaster, Stockton Division; G. Robertson, yardmaster, New Mexico Division; R. N. Booker, asst. rd. form of engines and F. L. Williams, conductor, Western Division; W. H. Brown, conductor, San Joaquin Division; J. F. Swierski, asst. yardmaster, and John W. Hill, collector, each chief dispatcher, Steinyer, check clerk and M. J. Lee, R.H. Division, Los Angeles Division; S. MacDuffie, tractorman, Division; J. Mayne, leading carman, East Bay Elec. Division; J. V. Robinson, asst. rd. form of engines and F. L. Williams, conductor, Portland Division; J. P. Funk, storekeeper, Coast Division Ter. & Shop.

NEW ARRIVALS AT SPARKS

Assistant Chief Dispatcher Sparks advises there are two new arrivals in the Southern Pacific family at Sparks. Train Dispatcher Guy Payne is the proud father of a seven pound daughter, and Dispatcher Justin S. Olin is delighted over the arrival of a son.

Rio Grande New Mexico Divisions

Bulletin Correspondent
R. J. MANGUNO - L. T. WRIGHT

Southern Pacific wins again. Miss Pauline Gillespie, stenographer in the El Paso Terminal office, was awarded a beautiful diamond ring by the local Elks Club as being the most popular girl among some competitors in the very popular contest. Her friends and co-workers congratulate the Elks in their wise selection. Her second popularity contest won by a Southern Pacific girl. Miss Gillespie is a rose among thorns, being the only girl in the terminal office.

The following changes have been made in the Rio Grande Division: El Paso: W. St. Francis, formerly traveling tariff inspector, has been appointed traveling agent, vice W. Morris, deceased. Paul Dunbar, city freight agent, has been assigned to position of traveling tariff inspector. F. O. Stain, car distributor in the Joint Supt.'s Office, relieved Mr. Dunbar as city freight agent.

Alfonzo Ornelas, messenger in the file bureau, has been granted a ninety-day leave of absence to go to the city to attend his college. "Al" aspires to be a sten. His position is being filled by Thomas Des Landes of the "El Paso Herald."

A. R. "Lennie" Pickett, 3501 clerk, has left to accept a position with the Nacozari Railroad with headquarters at Nacozari, Mexico. Lennie has been with the Company for several years. He is a very capable man, keeping and Fuel Bureaus at Tucson, coming to the Rio Grande Division in 1924.

J. T. Hammel of the Timekeeping Bureau has been promoted to car distributor, vice F. O. Stain. Mr. Hammel was chief clerk of the Rio Grande Division for several years. He has been with the company since November, 1924. He has been train and yardmen's timekeeper for the past several years.

All indications show that Cupid has been in the thick of it. The writers have been unable to get the "victims" to commit themselves. Let us see if we can get a word should see the sparkler on the left hand of the "victims."

Cupid has been busy in the El Paso Joint Supt.'s Office. There was Miss Minnie Jo Farmer, asst. personal record clerk; the groom, George Hammett, sec'y. to superintendent. Rio Grande Division. George was Minnie Jo, his heart was too weak to stand the strain and it fluttered. Minnie Jo liked was too weak to stand the pressure on her heart, so February 19 they slipped away in the night. The truth will out. We will wish them a long, happy and prosperous life on the "road of money."

J. E. Hamblin, pensioned New Mexico Division, died at his home in El Paso, February 20. He entered the service in 1898 and served in the Mexican campaign. He served until the time he was pensioned October 31, 1924.

Report clerk, being relieved as statement of the Rio Grande Division, formerly of the Valuation Department.

J. J. Finney, formerly chief of the Tariff Bureau, was appointed office manager of the Freight Traffic Department at El Paso.

Bernard J. Smith, engineer, Rio Grande Division spent several days in Long Beach the early part of February. It has been suggested that a committee be appointed to find out the name of the song Archie Thibault, who is a very hard whistling for the past year. It is hard to decide and we are wondering if Archie knows the name of the song. The Rio Grande Division that there was a close relationship between the Division Engineer's office and the Asst. Supt.'s office, comes an announcement posted on the clerk's bulletin board in the Joint Supt.'s Office, dated March 5th which reads as follows:

SPECIAL WEDDING BULLETIN NO. 1
"Miss Phil Conway, daughter of Mr. and Mrs. Supt. El Paso, will shorten her last name by one letter, to Mrs. Conway, April 3rd, 1926. It is rumored that the bride is Miss Engineer. Rio Grande Division, has purchased a box of cigars."

On March 10, at 4:40 a.m., a son, Laurence Bertram, was born to Mr. and Mrs. L. T. Wright, 1077 Broadway, Los Angeles. The baby, shadowed by great sorrow when, at 4:20 p.m., his mother died. The father, leaving an empty space in their hearts.

Los Angeles Shops

By G. D. PRBY
Supt's Office Correspondent

Art Wilson, who has been on the supply train between Los Angeles and El Paso for years, has given up his run to take up the position of section stockman. Some of the girls in the office are wondering if the stockman is a very popular position. Katherine Braithwaite, stenographer in the stock room, was recently promoted to Manager F. L. Doss and family, who was formerly chief clerk of the Los Angeles General Store. P. Moenchamp, foreman of store No. 1, has gone to San Francisco on a temporary position, while Jack Scott is holding his desk down here.

Miss E. A. Scott, secretary to Master Car Repairer C. J. Walker, returned from Washington, D. C., where she was at the bedside of her mother, who was seriously ill, but who is slowly recuperating.

Engineer W. W. Greenhill will soon be able to report for duty after being seriously ill for five weeks with double pneumonia. Engineer O. W. McNeerney, who has been quite ill for some time, is reported as improving. We will all be glad to see his smiling face among us soon.

Bert Ream, engine dispatcher, with his lady friend recently motored to Colon and spent the day with Dad Ream, who is roundhouse foreman there. In the evening they took in the Orange Show at San Bernardino, but we don't know where he got the pretty eye, and he won't tell.

While A. H. Severs, foreman of the hand car shed, and his wife were out on a Sunday spin in their nice new Chevrolet sedan, accompanied by friends, they were struck by another machine near La Habra. Fortunately no one was seriously injured.

Deep sympathy is extended to Fireman T. Gedda in the loss of his son Roland, aged 13, who was drowned in a storm near the Los Angeles River while trying to rescue two younger boys when their frail raft capsized. All three boys were very brave in the efforts of pulmotors.

Engineer J. C. Rowley has taken a 45-day leave of absence. He will visit his home in the South.

Engineers L. L. Hollingsworth and J. F. Shambler returned to work after a bad attack of influenza.

Engineer C. B. Diamond, who used to run the gasoline motor cars years ago, was sick for several days with a bad case of neuritis. Another one of our pioneer engineers, Dupan McDonald, is dead. He first entered the service of the Company in 1899 and retired on pension in 1915.

J. A. Malone, local chairman of the San Joaquin Division, was a visitor here for a few days. So was E. C. Harms, roundhouse foreman at Indio.

Engineer D. A. Eagan, one of our pioneer engineers, is in the Company's hospital at San Francisco, where he underwent a major operation. He is recovering as well as can be expected.

Assistant General Roundhouse Foreman T. M. "Pete" Latsch sustained a broken bone in his foot which will keep him off duty for some time.

If Firemen L. J. Franklin and C. Merlo were on the left hand side of a coal burning stove, they would not get much time to train their cute little muttachee.

The General Shop baseball team lost its first game to the Oliver Junction by a score of 9 to 5. They have also lost two good players, Fitcher Paul Le Strange is working out with the Hollywood team and Catcher Spence Alvardo is working out with the Los Angeles team. Manager F. A. Hathaway of the boiler shop team would like to meet other S. P. teams.

Spence Alvardo and Catcher Spence Alvardo, who came from Bakersfield and worked for a while as a compositor operation in the store accountant office, is now busy adding pounds to the new arrival, Mary Patricia.

COURTESY OF TRAINMASTER HOPKINS WINS FRIENDS FOR S. P.
The courteous and pleasant manner in which L. P. Hopkins, trainmaster at Watsonville Junction, handled a difficult situation to the complete satisfaction of previously dissatisfied passengers, has been called to attention by R. L. Eltringham of Burlingame. A crossing accident in South San Francisco delayed a local train carrying Burlingame passengers who intended to connect with the Lack at San Jose. While the local was sidetracked the Lack went past and consumption of the Company's service was expressed. Mr. Hopkins had, however, provided for the emergency in arranging for the Lack to be held at San Jose to accommodate the Burlingame passengers. He explained this to the passengers, also mentioning the circumstances relating to operation of the Coast Line passenger trains, with the result that everyone was left in a pleasant frame of mind.

CENTRAL TYPING BUREAU LADIES HONOR MEMBER AT LUNCHEON

The retirement to private life of Mrs. Julian, formerly Caroline Baumsteiger, was the occasion for a farewell luncheon served in the Tea room at the General Office recently by young ladies of the Central Typing Bureau.

The luncheon was attended by thirty-six girls. Decorations and favors were made by Miss Selma Gutfield. The color scheme, indicative of spring, was carried out in masses of yellow jonquils, violets and purple heather. Misses Letty Collins, Gertrude Addison and Doris Smith contributed to the pleasure of the occasion with songs and other merriment.

Almost every department in the building was represented by a beautiful bouquet of tea wagon which was presented to Mrs. Julian, who, by reason of her ability and generous personality leaves the Company with the best wishes of a host of friends.

operation. He is recovering as well as can be expected. Assistant General Roundhouse Foreman T. M. "Pete" Latsch sustained a broken bone in his foot which will keep him off duty for some time.

If Firemen L. J. Franklin and C. Merlo were on the left hand side of a coal burning stove, they would not get much time to train their cute little muttachee.

The General Shop baseball team lost its first game to the Oliver Junction by a score of 9 to 5. They have also lost two good players, Fitcher Paul Le Strange is working out with the Hollywood team and Catcher Spence Alvardo is working out with the Los Angeles team. Manager F. A. Hathaway of the boiler shop team would like to meet other S. P. teams.

Spence Alvardo and Catcher Spence Alvardo, who came from Bakersfield and worked for a while as a compositor operation in the store accountant office, is now busy adding pounds to the new arrival, Mary Patricia.

COURTESY OF TRAINMASTER HOPKINS WINS FRIENDS FOR S. P.
The courteous and pleasant manner in which L. P. Hopkins, trainmaster at Watsonville Junction, handled a difficult situation to the complete satisfaction of previously dissatisfied passengers, has been called to attention by R. L. Eltringham of Burlingame.

A crossing accident in South San Francisco delayed a local train carrying Burlingame passengers who intended to connect with the Lack at San Jose. While the local was sidetracked the Lack went past and consumption of the Company's service was expressed. Mr. Hopkins had, however, provided for the emergency in arranging for the Lack to be held at San Jose to accommodate the Burlingame passengers. He explained this to the passengers, also mentioning the circumstances relating to operation of the Coast Line passenger trains, with the result that everyone was left in a pleasant frame of mind.

CENTRAL TYPING BUREAU LADIES HONOR MEMBER AT LUNCHEON
The retirement to private life of Mrs. Julian, formerly Caroline Baumsteiger, was the occasion for a farewell luncheon served in the Tea room at the General Office recently by young ladies of the Central Typing Bureau.

The luncheon was attended by thirty-six girls. Decorations and favors were made by Miss Selma Gutfield. The color scheme, indicative of spring, was carried out in masses of yellow jonquils, violets and purple heather. Misses Letty Collins, Gertrude Addison and Doris Smith contributed to the pleasure of the occasion with songs and other merriment.

Almost every department in the building was represented by a beautiful bouquet of tea wagon which was presented to Mrs. Julian, who, by reason of her ability and generous personality leaves the Company with the best wishes of a host of friends.

operation. He is recovering as well as can be expected. Assistant General Roundhouse Foreman T. M. "Pete" Latsch sustained a broken bone in his foot which will keep him off duty for some time.

If Firemen L. J. Franklin and C. Merlo were on the left hand side of a coal burning stove, they would not get much time to train their cute little muttachee.

The General Shop baseball team lost its first game to the Oliver Junction by a score of 9 to 5. They have also lost two good players, Fitcher Paul Le Strange is working out with the Hollywood team and Catcher Spence Alvardo is working out with the Los Angeles team. Manager F. A. Hathaway of the boiler shop team would like to meet other S. P. teams.

Spence Alvardo and Catcher Spence Alvardo, who came from Bakersfield and worked for a while as a compositor operation in the store accountant office, is now busy adding pounds to the new arrival, Mary Patricia.

COURTESY OF TRAINMASTER HOPKINS WINS FRIENDS FOR S. P.
The courteous and pleasant manner in which L. P. Hopkins, trainmaster at Watsonville Junction, handled a difficult situation to the complete satisfaction of previously dissatisfied passengers, has been called to attention by R. L. Eltringham of Burlingame.

A crossing accident in South San Francisco delayed a local train carrying Burlingame passengers who intended to connect with the Lack at San Jose. While the local was sidetracked the Lack went past and consumption of the Company's service was expressed. Mr. Hopkins had, however, provided for the emergency in arranging for the Lack to be held at San Jose to accommodate the Burlingame passengers. He explained this to the passengers, also mentioning the circumstances relating to operation of the Coast Line passenger trains, with the result that everyone was left in a pleasant frame of mind.

CENTRAL TYPING BUREAU LADIES HONOR MEMBER AT LUNCHEON
The retirement to private life of Mrs. Julian, formerly Caroline Baumsteiger, was the occasion for a farewell luncheon served in the Tea room at the General Office recently by young ladies of the Central Typing Bureau.

The luncheon was attended by thirty-six girls. Decorations and favors were made by Miss Selma Gutfield. The color scheme, indicative of spring, was carried out in masses of yellow jonquils, violets and purple heather. Misses Letty Collins, Gertrude Addison and Doris Smith contributed to the pleasure of the occasion with songs and other merriment.

Almost every department in the building was represented by a beautiful bouquet of tea wagon which was presented to Mrs. Julian, who, by reason of her ability and generous personality leaves the Company with the best wishes of a host of friends.

Western Division

R. BRYANT
Oakland Pier Correspondent

Since the Comptometer Bureau has been taken over by the Accounting Bureau, it has been decided that uniform names should prevail so that mixups may be avoided. Please take note and be governed accordingly. A. E. Leach will henceforth be known as Frances, Ray Sanden as Martin, Paul Kewling as Pauline, Tom McAloney as Winifred, Bill Kane as Agnes, George Adams as Clara, Ed Ryan as Veronica, Anna Keitel as Mac, Tom Williams as Wendell, Bob Rooney as Loretta, Lloyd Kent as Mildred, Ed Smith as Veronica, James Lenihan as Luzon, Bill Williamson as Gladys, Norman Clement as Melba, Clarence at Kate, Lionel Graham as Hilda, Bill Cooper as Nana, Earl Russell as Jane, George Hill as Genevieve, and last but not least Jerry Graouette will be known as Hazel!

A. E. Jennings, the pride of Kirkham St., has been promoted to asst. accountant and the hopes run that he may find himself a nice little Jublet to carry on his work.

The season for brides, etc., has now opened officially. Predictions are for an exceedingly good year. The first to start the ball a-rolling was Ethel Britton who for the first year has been keeping company with the Transbay Conductors Office. A luncheon was given in her honor March 10 and she started on the sea of matrimony the 12th.

The baseball season has once more come into its own and any day the boys may be seen out on the sand lot at noon. Prospects look fine for having a good team as the season opens with a bang on the afternoon of February 27, when they took the last aggregation from the District Auditor's Office into camp by a 14 to 10 score. The game was featured by the heavy hitting of Fireman Bill Williamson for the winners and the fast foot work of Sir Harry Gomez of the Auditor's Office. March 6 Supt.'s boys repeated their success of the previous week when they captured a well played game from twine Plank's Stationery Store by a score of 10 to 7.

It was a fine thing for the boys of the fine twine of Sherry Starty who after getting a fine game from the winners, pitched a remarkable game. Chet Sherwood and Joe Mullen performed in big league fashion behind the bat. Burrett pitched good ball for the losers but was accorded poor support. Teams desiring games with the Supt.'s Office team please communicate with R. E. Rooney, care of Chf. Clk. Oakland Pier.

Professor: "I forgot my umbrella this morning."
Miss "How came you to remember you had it?"

Professor: "Well, I shouldn't have missed it, dear, only I raised my hand to shut it when it stopped raining." Exchange.

operation. He is recovering as well as can be expected. Assistant General Roundhouse Foreman T. M. "Pete" Latsch sustained a broken bone in his foot which will keep him off duty for some time.

If Firemen L. J. Franklin and C. Merlo were on the left hand side of a coal burning stove, they would not get much time to train their cute little muttachee.

The General Shop baseball team lost its first game to the Oliver Junction by a score of 9 to 5. They have also lost two good players, Fitcher Paul Le Strange is working out with the Hollywood team and Catcher Spence Alvardo is working out with the Los Angeles team. Manager F. A. Hathaway of the boiler shop team would like to meet other S. P. teams.

Spence Alvardo and Catcher Spence Alvardo, who came from Bakersfield and worked for a while as a compositor operation in the store accountant office, is now busy adding pounds to the new arrival, Mary Patricia.

COURTESY OF TRAINMASTER HOPKINS WINS FRIENDS FOR S. P.
The courteous and pleasant manner in which L. P. Hopkins, trainmaster at Watsonville Junction, handled a difficult situation to the complete satisfaction of previously dissatisfied passengers, has been called to attention by R. L. Eltringham of Burlingame.

A crossing accident in South San Francisco delayed a local train carrying Burlingame passengers who intended to connect with the Lack at San Jose. While the local was sidetracked the Lack went past and consumption of the Company's service was expressed. Mr. Hopkins had, however, provided for the emergency in arranging for the Lack to be held at San Jose to accommodate the Burlingame passengers. He explained this to the passengers, also mentioning the circumstances relating to operation of the Coast Line passenger trains, with the result that everyone was left in a pleasant frame of mind.

CENTRAL TYPING BUREAU LADIES HONOR MEMBER AT LUNCHEON
The retirement to private life of Mrs. Julian, formerly Caroline Baumsteiger, was the occasion for a farewell luncheon served in the Tea room at the General Office recently by young ladies of the Central Typing Bureau.

The luncheon was attended by thirty-six girls. Decorations and favors were made by Miss Selma Gutfield. The color scheme, indicative of spring, was carried out in masses of yellow jonquils, violets and purple heather. Misses Letty Collins, Gertrude Addison and Doris Smith contributed to the pleasure of the occasion with songs and other merriment.

Almost every department in the building was represented by a beautiful bouquet of tea wagon which was presented to Mrs. Julian, who, by reason of her ability and generous personality leaves the Company with the best wishes of a host of friends.

Employees Commended

Absent minded motorists have little chance of getting in the way of Engineer J. W. Kinelar's train according to D. G. Thomas of Colton. Mr. Thomas commends the Los Angeles division engineer for the un-failing and regular while warnings given on approaching grade crossings.

The beginning of our long trip," writes Kinelar. E. Smith of Colton, "was made very enjoyable by the courteous attention received from the ticket clerk, Jessie Wade, at Oakland Pier."

A. J. Plank, ticket agent at Sacramento station, and Steward W. C. Charlton are commended by J. Langford of Los Angeles for their courteous and efficient services.

John Esterak, ticket clerk in Fresno Station, rendered helpful service to E. M. DeFender of San Francisco when effort was being made to locate a lost passenger.

Steward H. E. Hunt has won the praise of J. F. Ottenheimer, manager of the Montana State College basketball team, for his skill and courtesy in arranging special dishes to meet training requirements for the athletes.

One of the most pleasant meals we have had in a coast to coast trip," wrote a passenger on a dining car meal check. "I have traveled all over Europe and the United States," writes H. J. Donnelly, "but never have I met so obliging an employee as John A. Bollman, your agent at Banning."

Mr. Hollman saved Mr. Donnelly a useless 25 mile drive into Banning by having a message delivered to Donnelly when advised by the San Antonio office that Mr. Donnelly had failed to make connections.

Conductor C. J. Brady of Shasta Division is commended for courteous services by Adrian Levi of Los Angeles.

The courtesies of Investigator John Kelly of Colton, J. Heyer of Los Angeles in attempting to locate a victrola which was supposed shipped, and commended by J. Langford from Chas. T. Smiley of Pasadena.

Trainmaster C. C. Fisher, of Los Angeles, M. F. Arns, conductor, and E. G. Byers of Knights Landing, are commended in a letter from Geo. B. Robbins of Sutter Basin Company, commenting on the satisfactory service received from the Company during the year.

Conductor V. L. Metzger, Engineer R. I. Oswald, Fireman G. P. Osteen and Brakemen H. C. Keim and T. R. Arnett of Los Angeles Division, are commended by G. W. Sandilands of the Anaheim Orange and Lemon Association, for their prompt action in extinguishing a fire which had gained considerable headway in one of the association's warehouses.

A. G. Brinkley, agent at Davis, has received several commendations for his fine services from Davis livestock exhibitors who recently shipped their stock to the Chicago exposition.

"The Southern Pacific trainmen, particularly the brakemen, were the most polite, helpful, attentive, cheerful and fully informed of any we met," wrote W. W. Langer of Lafayette, Ore., following a 900 mile trip. He also commended the service of Agent John Knox, agent at Lafayette, who his states is a "tip-top citizen."

A fine example of services was exemplified recently when Agent M. D. Harrington of Hayward, Cal., upon receipt of a message that a relative had failed to take the first possible train for the East, obtained Pullman space, made up ticket and delivered them two miles from the station in the same moment the telegram was delivered.

Dining Car Steward M. F. Collier has been commended by Conrad Sahlen for the manner in which he handled a difficult situation. Mr. Sahlen states that "a highly strung and nervous lady insisted on service that was irregular and a great inconvenience to other diners." Mr. Collier's even temper under the trying circumstances impressed Mr. Sahlen.

For their courtesies and kindness rendered members of the Order of Rainbow Girls at Portland at the time of an excursion to Newberg, commendations were extended to Con-

ductor J. F. Gardenhire, Brakeman Al Roth, Motorman A. L. Lores and Guy Hill, chief clerk, in the passenger office at Portland. Conductor O. L. Snyder of New Mexico Division, and Porter Hurley Crouch have been commended by Mrs. John Negley, wife of yardman John Negley of Bakerfield, for their courteous services rendered while Mrs. Negley and her little daughter were traveling East recently to be at the bedside of their mother.

A. J. Plank, ticket agent at Sacramento station, and Steward W. C. Charlton are commended by J. Langford of Los Angeles for their courteous and efficient services.

John Esterak, ticket clerk in Fresno Station, rendered helpful service to E. M. DeFender of San Francisco when effort was being made to locate a lost passenger.

Steward H. E. Hunt has won the praise of J. F. Ottenheimer, manager of the Montana State College basketball team, for his skill and courtesy in arranging special dishes to meet training requirements for the athletes.

One of the most pleasant meals we have had in a coast to coast trip," wrote a passenger on a dining car meal check. "I have traveled all over Europe and the United States," writes H. J. Donnelly, "but never have I met so obliging an employee as John A. Bollman, your agent at Banning."

Mr. Hollman saved Mr. Donnelly a useless 25 mile drive into Banning by having a message delivered to Donnelly when advised by the San Antonio office that Mr. Donnelly had failed to make connections.

Conductor C. J. Brady of Shasta Division is commended for courteous services by Adrian Levi of Los Angeles.

The courtesies of Investigator John Kelly of Colton, J. Heyer of Los Angeles in attempting to locate a victrola which was supposed shipped, and commended by J. Langford from Chas. T. Smiley of Pasadena.

Trainmaster C. C. Fisher, of Los Angeles, M. F. Arns, conductor, and E. G. Byers of Knights Landing, are commended in a letter from Geo. B. Robbins of Sutter Basin Company, commenting on the satisfactory service received from the Company during the year.

Conductor V. L. Metzger, Engineer R. I. Oswald, Fireman G. P. Osteen and Brakemen H. C. Keim and T. R. Arnett of Los Angeles Division, are commended by G. W. Sandilands of the Anaheim Orange and Lemon Association, for their prompt action in extinguishing a fire which had gained considerable headway in one of the association's warehouses.

A. G. Brinkley, agent at Davis, has received several commendations for his fine services from Davis livestock exhibitors who recently shipped their stock to the Chicago exposition.

"The Southern Pacific trainmen, particularly the brakemen, were the most polite, helpful, attentive, cheerful and fully informed of any we met," wrote W. W. Langer of Lafayette, Ore., following a 900 mile trip. He also commended the service of Agent John Knox, agent at Lafayette, who his states is a "tip-top citizen."

A fine example of services was exemplified recently when Agent M. D. Harrington of Hayward, Cal., upon receipt of a message that a relative had failed to take the first possible train for the East, obtained Pullman space, made up ticket and delivered them two miles from the station in the same moment the telegram was delivered.

Dining Car Steward M. F. Collier has been commended by Conrad Sahlen for the manner in which he handled a difficult situation. Mr. Sahlen states that "a highly strung and nervous lady insisted on service that was irregular and a great inconvenience to other diners." Mr. Collier's even temper under the trying circumstances impressed Mr. Sahlen.

For their courtesies and kindness rendered members of the Order of Rainbow Girls at Portland at the time of an excursion to Newberg, commendations were extended to Con-

Distinguished Service

J. A. Gilbert, brakeman, Penoyar, made repairs to engine while on line, avoiding necessity for calling terminal to send repairmen. H. E. Hapman, engineer, J. A. Stainbrook, fireman and E. Wright, brakeman, Avila, are commended for clearing mud from track between tracks, clearing mud from main line. R. L. Wadley, conductor, J. E. Hanratty, engineer, C. K. Brown, fireman and H. E. Wadley, brakeman, are commended for voluntarily clearing slide from main line.

W. T. Crocker and J. L. Curnow, water service repairmen, Dunsmuir, are commended for valuable assistance rendered passenger train crew, reducing delay to minimum. B. A. Parrish, brakeman, Whitson, is commended for seeing for fireman in an emergency.

R. E. Ware, engine foreman, O. F. Her-ring and G. B. Montgomery, yardmen, Eugene, unloaded stock which arrived at terminal without man in charge, so that the animals would be in condition to be shipped following morning.

P. C. Butler, engineer and C. L. Clark, fireman, Stockton, are commended for extraordinary services in making repairs to engine while on line, pumping in intense heat to make repairs.

W. W. Linsatt, worker, Beaumont, voluntarily made repairs to semaphore, going considerable distance for parts. G. R. Powell, engine watchman, Niant, is commended for voluntarily releasing car, avoiding considerable delay to shipment.

H. V. Rurlin, caller, Los Angeles, drove stock train in charge of G. M. Moulton, to next station where he boarded his train.

R. E. Rankin, conductor, Clyde Field, engineer, R. A. Fagan, fireman, E. J. Howard, water service repairman, and J. E. Powell, press messenger, Los Angeles, are commended for extraordinary services in clearing bridge, clearing bridge from storm water, clearing main line.

P. C. Butler, brakeman, Globe, removed trespasser from box car, and extinguished fire which had been kindled.

D. A. Morgan and B. C. Zier, fireman, Tulelake, are commended for saving W. W. Wanner, engineer, El Paso, shoveled down coal from stoker, which could reach it when stoker would not work.

J. C. Morgan and B. C. Zier, fireman, Tulelake, are commended for saving W. W. Wanner, engineer, El Paso, shoveled down coal from stoker, which could reach it when stoker would not work.

D. A. Morgan and B. C. Zier, fireman, Tulelake, are commended for saving W. W. Wanner, engineer, El Paso, shoveled down coal from stoker, which could reach it when stoker would not work.

J. C. Morgan and B. C. Zier, fireman, Tulelake, are commended for saving W. W. Wanner, engineer, El Paso, shoveled down coal from stoker, which could reach it when stoker would not work.

J. C. Morgan and B. C. Zier, fireman, Tulelake, are commended for saving W. W. Wanner, engineer, El Paso, shoveled down coal from stoker, which could reach it when stoker would not work.

Leading Fuel Savers

The following engineers and firemen were presented with fuel proficiency certificates for having excelled in fuel performance during the month of January, 1926:

WESTERN DIVISION	
Engineers	Firemen
J. W. Crosby	H. R. Browning
R. K. Kinic	H. R. Browning
A. A. Meers	H. R. Browning
D. H. Hunter	H. R. Browning
P. J. Megarg	H. R. Browning
F. J. Wilson	H. R. Browning
H. M. Hoot	H. R. Browning
C. W. Marsh	H. R. Browning
S. H. Lyons	H. R. Browning
S. H. Hobson	H. R. Browning

SACRAMENTO DIVISION	
R. R. Moore	R. H. Bell
E. A. O'Brien	C. F. Baker
J. B. Nage	C. F. Baker
H. G. Danforth	F. A. Haskins
H. W. DeCosta	H. W. Sandrock
T. Van Alstine	J. C. Davis
M. Hurley	A. W. Aske
T. Brown	C. A. Dungan
A. O. Hand	C. A. Dungan
F. E. Overmyer	C. A. Pellam

SHASTA DIVISION	
W. R. Hull	F. M. Svec
J. A. Stainbrook	J. A. Stainbrook
G. Fuchler	C. Jones
S. Selby	L. C. Reynolds
H. G. Dickson	A. Patterson
E. C. Shippey	G. M. Duggan
W. Thornton	F. M. Duggan
H. Wentz	G. M. Moulton
C. M. Duggan	G. M. Moulton

PORTLAND DIVISION	
H. S. Bodley	E. E. Colom
L. E. Wangerman	L. E. Wangerman
H. N. Moore	W. W. Miller
O. Jennings	W. W. Miller
W. A. Zimmerman	W. A. Zimmerman
H. A. McLaughlin	W. H. McGregor
T. H. Quinn	H. D. Rundle
F. L. Johnson	H. D. Rundle

STOCKTON DIVISION	
C. C. Grass	L. A. Bennett
C. C. Carl	L. A. Bennett
C. C. Field	L. A. Bennett
C. C. Butler	L. A. Bennett
R. L. Garrison	L. A. Bennett
D. C. Shroeder	L. A. Bennett
D. C. Bailey	L. A. Bennett
S. Gregory	L. A. Bennett
E. Cushing	L. A. Bennett

COAST DIVISION	
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer
J. H. Lawrence	L. L. Winterbauer

SALT LAKE DIVISION	
H. D. Hapner	H. A. Holmbeck
W. H. Corbier	H. A. Holmbeck
L. A. Voy	H. A. Holmbeck
M. J. Singleton	H. A. Holmbeck
Corren	H. A. Holmbeck
W. J. Longhans	H. A. Holmbeck
O. G. Purdy	H. A. Holmbeck
H. J. Grubman	H. A. Holmbeck

Stockton	Number of Casualties
Shasta	3
Portland	7
San Joaquin	2
Sacramento	1
New Mexico	5
Coast	1
Salt Lake	17
Western	19
Stockton	28
Los Angeles	28
Rio Grande	15

Sacramento	Number of Casualties
Stockton	5
El Paso	8



Sacramento shops safety committee which was largely responsible for making the fine showing in safety during 1925, winning the banner shown in the center in competition with Los Angeles and El Paso shops. Front row, left to right—A. D. Williams, superintendent of motive power; H. C. Venter, superintendent of shops; W. J. Taylor, general foreman, locomotive department; F. Bellhouse, roundhouse foreman, Center row—C. H. Rippon, mechanical dept. estimator; P. F. Bellchamber, electrician; A. E. Potch, lead workman; W. A. Shepard, car builder; Geo. Flumer, layer out in boiler shop; E. L. Grimes, machine hands; N. Bonnard, machinist; F. W. Desch, sheet metal worker; O. H. Morgan, machinist. Back row—S. E. May, helper; J. L. Melhing, truck builder; R. P. Peck, gang foreman cabinet shop; Thos. Wood, crane operator; L. A. Phillips, secretary; C. E. Blair, lead workman pipe shop; S. L. Bouque, chief clerk, store.

LOS ANGELES DIVISION	
Engineers	Firemen
J. S. Atwell	E. M. Waller
G. E. Vanderhoof	W. H. Jackson
W. B. Ware	A. C. Stranier
L. R. Ware	A. Bradley
J. I. Rowse	C. A. Fuller
W. O. Pell	C. W. Stewart
W. S. Jones	E. B. Beers
C. S. Baun	T. E. Steormer
E. A. Highfield	F. E. Mills

SAN JOAQUIN DIVISION	
J. I. Dugan	J. T. Crites
F. Flanagan	H. Graf
C. E. Canady	C. E. Maynard
E. A. Highfield	C. E. Maynard

TUCSON DIVISION	
M. F. Ingham	T. R. E. Wilson
D. B. Sullivan	T. R. E. Wilson
I. H. Menzies	T. R. E. Wilson
B. Briner	T. R. E. Wilson
S. Glass	T. R. E. Wilson
C. Ketchum	T. R. E. Wilson
C. Morgan	T. R. E. Wilson
C. Morgan	T. R. E. Wilson

RIO GRANDE DIVISION	
A. F. Beyer	O. A. Treiber
C. A. Telford	O. A. Treiber
D. T. McLean	O. A. Treiber
H. H. Brinson	O. A. Treiber
C. W. Wilcox	O. A. Treiber
S. H. Armstrong	O. A. Treiber

NEW MEXICO DIVISION	
J. E. Tomkins	P. Peterson
A. G. Hines	P. Peterson
A. A. Phillips	P. Peterson
J. Linahan	P. Peterson
E. G. Jacobs	P. Peterson
M. J. Gilbert	P. Peterson
K. W. Dozier	P. Peterson

"Hurry ate something that poisoned him." "Croqueted." "Not yet, but he's very ill."—Ex.

After Reading Your Bulletin, Pass It Along

Portland Division

By R. J. SCHRIK
Supt's Office Correspondent

On Feb. 27th a "Better Service Bigger Business" meeting was held at the headquarters of the Portland Division. About fifty representatives in various departments of all of the larger stations were in attendance. Chairman A. M. Arnold called upon those present to express their views as to ways and means of securing greater business and giving better service to the public.

The meeting adjourned at 2 p.m. and a chicken dinner was enjoyed in the "lions' den" at Tanager, where presentation of an electric percolator set was made to Mr. and Mrs. Carl Adams who were recently married.

Since inauguration of these meetings a noticeable increase has been brought about in business tips and they greatly assisted the Portland Division in gaining award of the trophy plaque for the final quarter of 1925.

The next meeting has been scheduled for May 24, at Roseburg.

Word comes from Dallas, Ore., that they are all worked up over the possibility of a paper mill being established at that point, also that they have already received the allotment of rain for this season. However, this is pleasing to the farmers of that section and they are looking forward to bumper crops which means increased business in general.

Donn Platt, cashier at Medford, has been living in the country. However, he recently returned to his farm for city property and states he is through farming and that railroading exclusively is good enough for him.

Richard B. Livingstone, coach carpenter, Charles Drake, clerk, and Henry C. Watts, laborer, have been recently added to the pension list.

Miss Tressa Jeter, stenographer, in the Superintendent's office, was given a surprise shower at noon March 15, in honor of her engagement to Harold Jones, formerly with the S. P. Co., and the occasion of her birthday. The stenographic force each contributed a diminutive gift to lighten her household duties. The gifts included: a flour sifter, pancake turner, darning, lace cloth, soap, also a small basket containing a piece of French pastry with one lonely candle in the center, the candle not signifying her years of service, nor her age, but merely designating her first and only engagement. These articles were placed in various compartments of her desk.

A. G. Johnson, assistant head timekeeper, has been wearing dark glasses to hide a rather disfigured eye. It develops Angus was endeavoring to make a bean shooter for his son, with a strip of rubber from an old inner tube, and in testing its elasticity, his eye was the target of one of its flying ends.

Fred Gettling, general foreman, at Dallas is wondering if it is not better to speed a little at road crossings in order to avoid being hit by other machines, driven by drivers who have a habit of forgetting about road crossings.

Mr. Gerding, who had the rear fender of his car badly disfigured a few days ago when hit by another machine.

VETERANS OF SOUTHERN PACIFIC WHO HAVE DIED RECENTLY

John Wilson, stationary engineer, Sna Joquin Division, died February 1, at the age of 84 years 2 months. He was retired March 1, 1919, after 35½ years service.

Frank D. Robertson, tool room attendant, Los Angeles Division, died February 4, at the age of 63 years 4 months. He was retired June 9, 1923, after 20 years service.

Duncan McDonald, locomotive engineer, Sna Joquin Division, died February 4, at the age of 78 years. He was retired January 1, 1915, after 39 years 3 months service.

David H. Williams, chief yard clerk, Western Division, died February 8, at the age of 72 years 11 months. He was retired December 1, 1922, after 25 years, 7 months service.

Joseph O'Donnell, laborer, Freight Dept., Western Division, died February 12, at the age of 72 years 1 month. He was retired December 1, 1921.

George W. Evans, locomotive engineer, Sna Joquin Division, died February 12, at the age of 63 years 4 months. He was retired October 1, 1923, after 33 years 1 month's service.

William Hyndman, conductor, Los Angeles Division, died February 12, at the age of 70 years 1 month. He was retired December 1, 1921.

George W. Evans, locomotive engineer, Los Angeles Division, died February 15, at the age of 72 years 8 months. He was retired June 1, 1925.

Tyson Division, died February 16, at the age of 61 years. He was retired April 1, 1923, after 38 years 6 months service.

Edward Fennell, crossing watchman, Los Angeles Division, died February 12, at the age of 77 years 3 months. He was retired January 1, 1920, after 25½ years service.

J. E. Handlin, locomotive engineer, formerly with the S. P. Co., died February 20, at the age of 61 years 11 months. He was retired November 3, 1924.

Henry Galvin, section foreman, Western Division, died February 18, at the age of 79 years 3 months. He was retired December 1, 1912, after 35½ years service.

Olaf Wingnating, ass't. engineer, Sna Joquin Division, died February 24, at the age of 68 years 11 months. He was retired December 1, 1924, after 23 years service.

Guisepe Frediani, section laborer, M. of W. Dept., Western Division, died January 29, at the age of 62 years 3 months. He was retired September 1, 1925.

his son, with a strip of rubber from an old inner tube, and in testing its elasticity, his eye was the target of one of its flying ends.

Fred Gettling, general foreman, at Dallas is wondering if it is not better to speed a little at road crossings in order to avoid being hit by other machines, driven by drivers who have a habit of forgetting about road crossings.

Mr. Gerding, who had the rear fender of his car badly disfigured a few days ago when hit by another machine.

Coast Division

By MISS L. FERREIRA
Supt's Office - San Francisco

J. T. Bell, division examiner, was recently in an automobile accident in Alameda and received a few minor injuries. Due to the fact that John's automobile climbed an electric pole when frightened by another machine getting in front of it, the proposed race between B. T. Wiley, F. W. Carlson and John himself, has been postponed indefinitely.

Remember Fireman C. C. Barber who killed two coyotes with one shot in the Bolsa section last year? Well, recently, local trainmen noticed a coyote who was actually patrolling the same section, notified Barber, who was soon on the field of action, and after trailing them for about an hour, took a shot at a quarter of a mile distance, bringing down both coyotes, at the same time, the bullet having passed through the side of the man and through the neck of his mate, thus killing "two birds with one stone."

An "Own Your Own Home" campaign has been started on the Division with Harold "Bugs" Miller as an entrant. We understand Harold has invested in a good sized lot in San Carlos and the present time busy engaged in drawing up the plans of his little castle.

We are glad to note our sick list decreasing—Harold Anderson has just been released from his hospital after a slight attack of pneumonia. Miss Mandacette and Miss Silva, computer operators, are also back in the office after being on the sick list for some time.

"In Spring a Young Man's Fancy Often Turns to Home," was the motto of the week, the reason why W. T. Black, assistant engineer, is all dressed up in "Maltsherry" attire.

John H. Hendrick, section foreman, is in Room 24, vice Mr. Oregon, who left to take possession of his Kirkland office.

We are sorry to hear of the passing of John Forsythe and Miguel Mata, and to their families we extend our sincere sympathy.

Louis Kocher, former general transportation clerk, and now working with Assistant General Manager, is in the office today, as usual, on the other day. Another recent visitor was Walter "Shorty" Ypao, our former assistant head timekeeper. Hope he tells the Sna Joquin division as nice things about us as we told him about them.

With apologies to "Mac," who speaks over KRC, San Francisco, every evening, would like to usurp his pet phrase—NOW GANG—yes we do, doubt, notified in last month's Bulletin that the Coast Division ranks twelfth in the Business Getting Campaign. Can't we all get together on this proposition and do something about the boosting the percentage?

Drop the office a tip and we'll do the rest. There are plenty of lodges and individual trips contemplated this spring and summer, let's interest them in Southern Pacific Service and help the Coast Division to a higher place on the score board.

And speaking of working together—if any of you have items that might be of interest to readers of the Bulletin, send them in to Miss L. Ferreira in care of Superintendent's Office, San Francisco.

How much wash from train load of washing machines?

An unusual freight shipment over Southern Pacific from Utah during March was a train load of washing machines consigned to the May Tag Company at San Francisco. The cars in the train carried 120 machines valued at \$63,000.

Just among some of our Southern Pacific mathematicians, the question is presented as to how many miles of sheets, stockings and other articles of underwear could be washed by these 400 washing machines, washing eight hours a day, 52 Mondays in the year?

Misery Loves Company

Friend (in railroad official's office) said to all: "I notice that your clerk are all in fine humor; have you been raising their spirits or something?"

Official: "Not so you could notice it. To be frank, it's just because my wife has been one day here and I hooked her up to see someone boss me around."—Exchange.

Girls' Basketball Team Is a Close Second

LOSING but one game in the San Francisco Industrial Athletic Association League which ended March 12, the General Office girls' team won second place by taking the final game of the schedule from the Bank of Italy team 36 to 16.

Last season the S. P. girls won the championship after a hard fought game with the J. D. Spockles team. This season the championship honors were blocked with a 26 to 19 defeat at the hands of the Associated Oil girls who were victorious this season with clear shots. The S. P. girls led until the last two minutes of play.

Other games were played during the season and the scores were: Metropolitan Life 36, S. P. 41; Hartford Accident 22, S. P. 22; Standard Oil 26, S. P. 43; Pacific Tel. and Tel. 31, S. P. 33; Luckenbach S. S. 21, S. P. 51.

After the Standard Oil game members of the team hurried to the Whitecomb Hotel where they acted as members of a reception committee at the Southern Pacific Club dance. Part of the proceeds of this dance went toward new uniforms for the girls next season.

In their practice games the S. P. girls were equally successful, defeating the "Firemenettes" of Crockett, Emporium, Livingston, Bemis Bag and Hartford teams. This year's lineup was: captain, Macdonell, forward and captain; Evelyn Carson, forward; Emily Miller, center; Martha Prichard, side center and manager; Merle Betts, Sna Joquin and Cathleen Bond, guards; Helen Bond, forward.

Guard; Marie Hackmann, forward; Marie Engler, guard; Madeline Grimm, touch center; Mildred Shapiro, guard.

O. Edwards, general auditor, was an enthusiastic supporter of the team during the season, proving the girls with a basketball.

The basketball season has been "all work and no play." March 6 the entire team with scorekeeper and members of last year's team, were taken to the Crystal Lake, where at a bridge luncheon. Most of the girls proved capable with the cards as with the basketball. The team is now looking forward to the annual League banquet to be held at one of the large hotels and to a swimming party and "feed" to be given in Richmond by Evelyn Carson and Helen Bartholomew. Cathleen Bond also entertained at a dinner party one evening.

Snow Shed Gossip

By WM. E. MARLER
Operator Norden

March 10 the new station, Norden, at the summit of the Sierra Nevada mountains, was opened. The station is built of concrete, equipped with steam and electric lights, and is modern in every respect.

Effective March 10 Andover telegraph office was abolished.

Geo. Wolf, engineer at Cisco, embarked upon the sea of matrimony during February 22 in a nice little town in Utah.

Miss Julia McLinnis, stenographer, is on thirty days' vacation looking after old mother.

After an extended visit at Crystal Lake, Mrs. E. M. Mathers, wife of operator Mathers, has returned to her home in Wheatland, Transmitter M. L. Jennings has installed a sub-director at the station.

Operators in the snow sheds, standing out under the drip watching a long freight train go by to see if it is complete and everything O.K., and their share in promoting safety.

Mr. Holt has been visiting in the valley recently. Was a savage switchman—Merry he never knew.

One day here and I hooked her up to see someone boss me around."—Exchange.



General Office basketball team which finished in second place in the San Francisco Industrial league. Front row, left to right—Merle Betts, guard; Martha Prichard, side center and manager; Ione Macdonell, forward and captain; Evelyn Carson, forward; Emily Miller touch center. Back row—Cathleen Bond, guard; Marie Hackmann, forward; Madeline Grimm, touch center; Marie Engler, guard; Sna Joquin; Helen Bartholomew, guard and forward; Mildred Shapiro, guard.

Ogden Union Depot

Bulletin Correspondent
R. F. CHUMLEY, MISS C. ADAMS
Yard Office Freight Station

Embargo Clerk R. J. Gallagher and Lawrence McMahon of the D.C.&P. Department, were secretly married December 26 and have since been making their honeymoon tour, during which they visited Portland, San Francisco and Los Angeles.

Their sympathies are extended Switchman J. Mullien whose father passed away.

Francis Lambert, 3 months old son of Watchman and Mrs. J. P. Lambert, gassed away February 28 after a sudden illness.

Mr. and Mrs. Lambert's bereavement is doubly sorrowful as their daughter, Phyllis, died December 18 last.

Interchange Clerk Howard J. White has again removed from his old residence to a new one. "Jumbo" record does not indicate just how many moves this makes and none of his associates seem to be able to calculate that high.

W. W. Kellough, chief clerk Superintendent's office, was absent on an operation for appendicitis February 3 and has again resumed his duties.

ENGINEER BILL O'MALLEY FEATURED IN PORTLAND PAPER

Bill O'Malley, locomotive engineer on Portland division who has a clear record of more than thirty-five years service with the company, was the subject of a feature article appearing in the Portland "Telegram" recently.

"Thousands of people have trusted their lives to Bill O'Malley," the article states, "in the years he has been an engineer. They paid little attention to the grizzled six-footer who came from the cab. But they should have, for he has driven his engine without an accident that lost a human life."

"Mr. O'Malley is not only a very capable and efficient engineer, but he is also a very fast, upstanding gentleman," was Superintendent E. L. King's comment.

DOINGS AT SAN DIEGO

As a result of the growth and expansion of the Southern Pacific, the former chief clerk to F. B. Dorsey, traffic manager of the San Diego and Arizona Railway Company, was appointed city freight agent, Southern Pacific.

San Diego office now includes following: A. D. Hagaman, DF&P; G. O. Culley, TF&P; W. A. Douthett, CTA; and L. D. Carroll, CTA. D. L. McLaughlin, formerly of H. C. Hallmark's office, is taking Mr. Foster's place.

Mr. McGowan has been appointed commercial agent, San Diego and Arizona Railway Company, with headquarters at 510 South Spring street. Los Angeles D. C. Ramsey is taking Mr. Matlin's place at El Centro.

After Reading Your Bulletin, Pass It Along

As a means of attracting public attention to the various popular routes on Southern Pacific Lines, the name of the route, such as Sunset, Golden State or Lake Tahoe—also the name of the Company is being painted on all overhead structures of Pacific Lines. In addition, wide advertising is being obtained from painting the name of the Company on grade crossing signs and on the sides of the above structures. A similar policy has been put in effect on the Texas and Louisiana Lines.



**Your
Summer
Vacation.**



**TO ALL PORTS
on the
PACIFIC COAST
on sale daily
APR 30 - SEPT 30**

**GREATLY
REDUCED
FARES**